

# Notice of Preparation

## The Neptune Marina Apartments and Anchorage/ Woodfin Suite Hotel and Timeshare Resort Project

Marina del Rey, California

Parcel 10R

Project No. R2006-03647  
RCDPT200600008  
RCUPT200600289  
RENTV200600217  
RPAT200600013  
RVART200600013

Parcel FF

Project No. R2006-03652  
RCDPT200600009  
RCUPT200600290  
RENTV200700024  
RPAT200600014  
RVART200600014  
RPKPT200600021

9U North

Project No. R2006-03643  
RCDPT200600006  
RENTV200600216  
TR067861

9U South

Project No. R2006-03644  
RPPT200602191

Los Angeles County  
Department of Regional Planning  
320 West Temple Street  
Los Angeles, California 90012

March 2007

## Notice of Preparation

### **The Neptune Marina Apartments and Anchorage/ Woodfin Suite Hotel and Timeshare Resort Project**

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The County of Los Angeles will be the Lead Agency and will prepare a single Environmental Impact Report (EIR) for the projects identified below. In compliance with Section 15082 of the *California Environmental Quality Act (CEQA) Guidelines*, the County of Los Angeles is sending this Notice of Preparation (NOP) to each responsible and federal agency and interested parties involved in approving the project and to trustee agencies responsible for natural resources affected by the project. Within 30 days after receiving the NOP, each agency and interested party shall provide the County of Los Angeles with specific details about the scope and content of the environmental information related to that agency's area of statutory responsibility. Potential responsible agencies for these projects are considered to be the California Coastal Commission, California Department of Fish and Game and the U.S. Army Corps of Engineers.

The purpose of this NOP is to solicit the views of your agency as to the scope and content of the environmental information germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the project.

The review period for the NOP will be from March 22 to April 21, 2007. Due to the time limits mandated by state law, your response must be received by our office at the earliest possible date, but not later than April 21, 2007. Please direct all written comments to Mr. Rick Kuo, County of Los Angeles Department of Regional Planning, 320 West Temple Street, Room 1348, Los Angeles, California 90012, Telephone (213) 974-6461, Fax (213) 626-0434. In your written response, please include the name of a contact person in your agency.

## 1.0 PROJECT DESCRIPTION

### 1.1 Project Location

The proposed Neptune Marina Apartments and Anchorage and Woodfin Suite Hotel/Timeshare Resort project site (**Figure 1**) is located in the western portion of the Marina del Rey small-craft harbor. Specifically, the project site totals 13.03 landside acres and 4.68 waterside or submerged acres. This project involves Marina del Rey Parcels 10R, FF, and 9U as depicted on **Figure 2**.

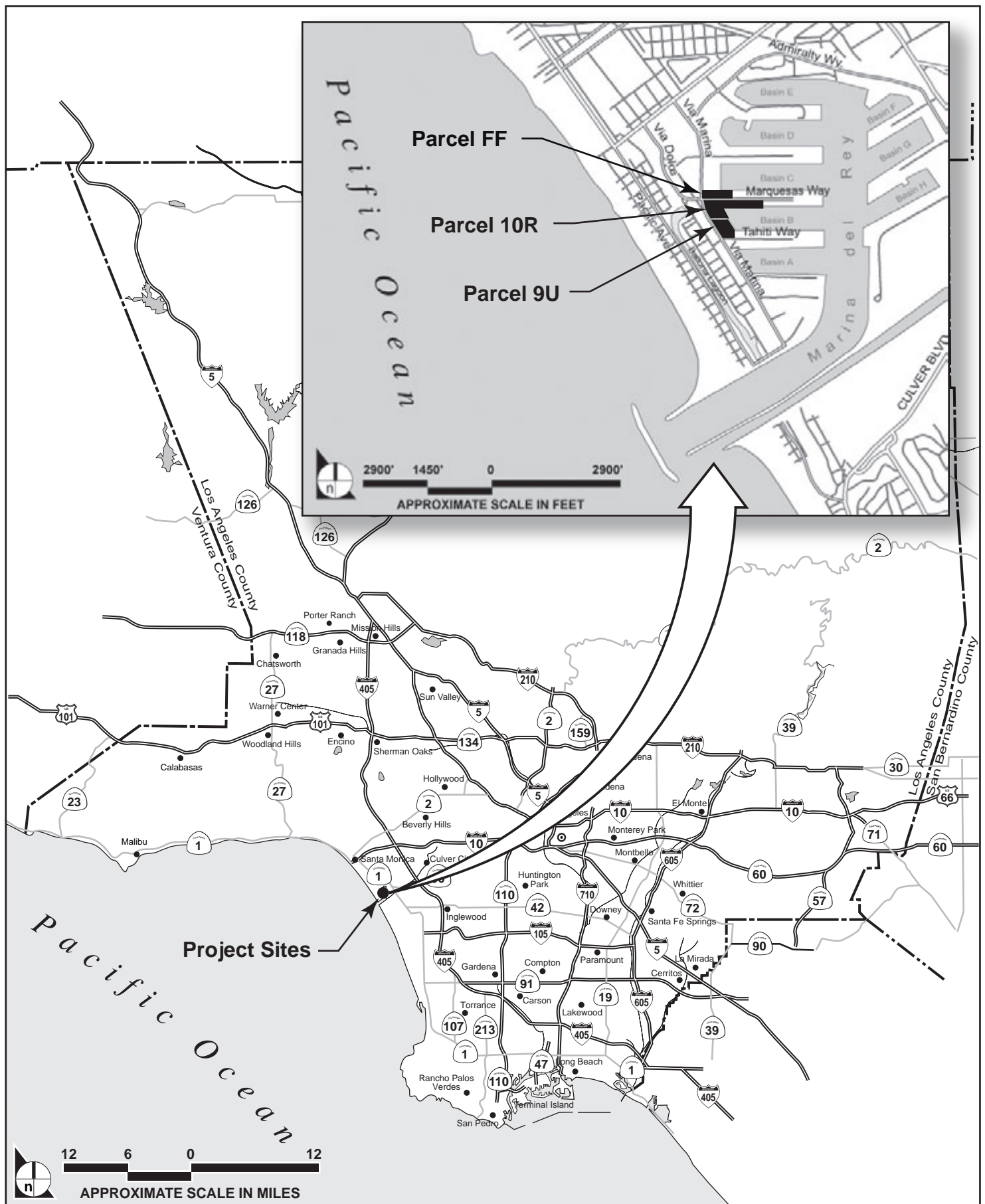
**Parcel 10R** is a rotated L-shaped site that wraps partially around "Basin B" of the Marina del Rey small-craft harbor. The parcel consists of a total of 7.32 landside acres and 4.68 waterside or submerged acres. The perimeter of the site is bordered to the west by Via Marina and to the north by Marquesas Way. Marina del Rey Parcel 9U forms the southern boundary of the landside portion of the parcel, while Marina del Rey Parcel 12R forms the easternmost boundary on the landside portion of the parcel. The site perimeter extends into the waters of Basin B to the south and east.

**Parcel FF** is a rectangular site that lies on the southwest corner of "Basin C" of the Marina del Rey small-craft harbor. The parcel consists of 2.05 landside acres and borders the waterfront along approximately 200 linear feet of the site. The perimeter of the site is bordered to the west by Via Marina and to the south by Marquesas Way. Its easternmost boundary is formed by Marina del Rey Parcel 13R. Marina del Rey Parcel 15U and the waters of Basin C comprise the northern boundary of the site.

**Parcel 9U** consists of 3.66 landside acres and is bound by Marina del Rey Parcel 10R to the north, Via Marina to the west, Basin B of Marina del Rey to the east and Tahiti Way to the south.

### 1.2 Overview of Site Plan

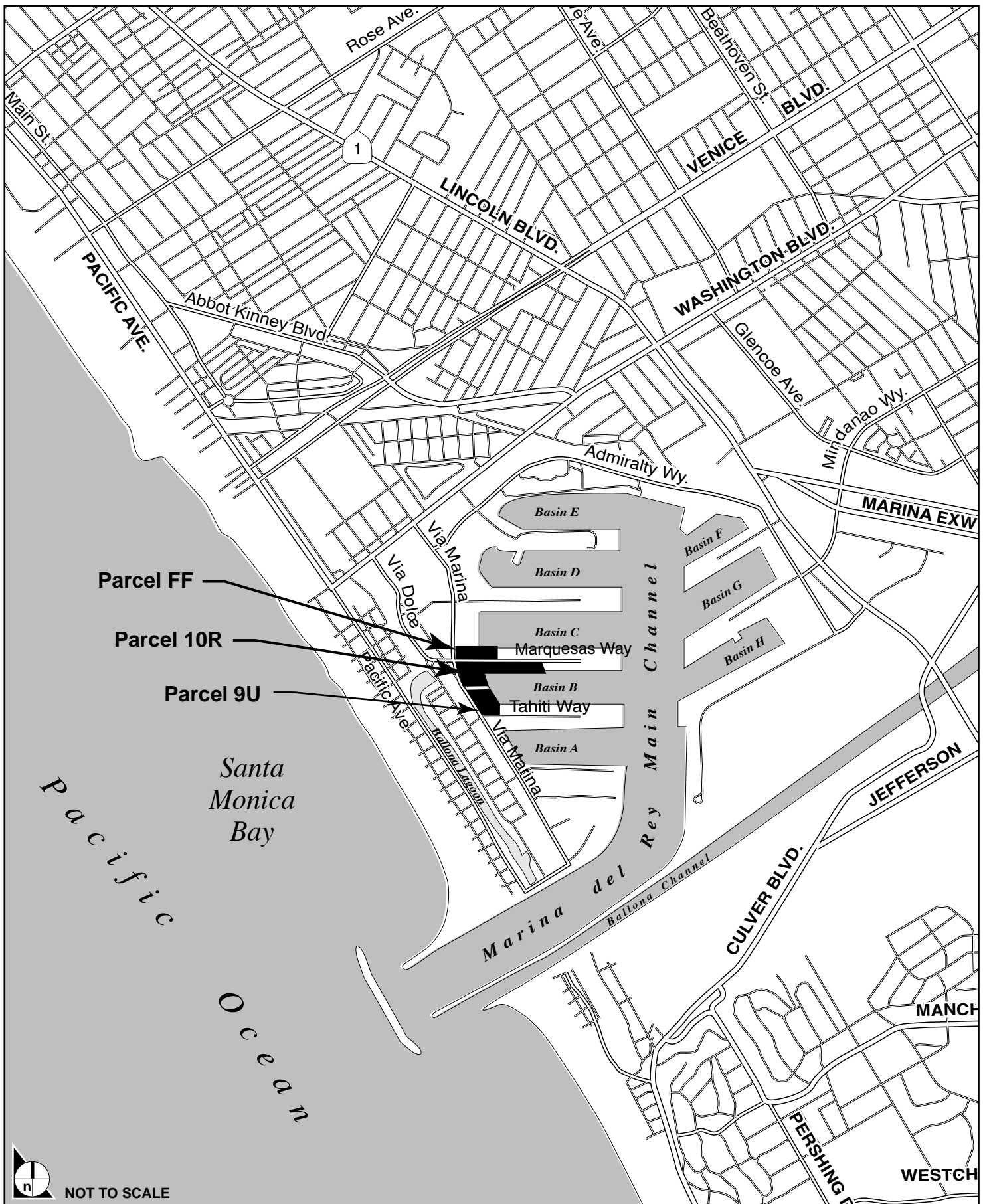
**Figure 3** illustrates a conceptual site plan for the proposed Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort project (Neptune Marina/Woodfin Suite Hotel/Timeshare Resort project, or project). The project consists of five components, each requesting a separate coastal development permit, that include (1) Neptune Marina Apartments and Anchorage on Parcel 10R; (2) Neptune Marina Apartments on Parcel FF; (3) Woodfin Suite Hotel/Timeshare Resort on the northern portion of Parcel 9U; (4) a 1.46-acre restored public wetland and upland park area on the southern portion of Parcel 9U; and (5) a public/"transient" boat anchorage proximal to Parcel 9U within Marina del Rey Basin B. It is important to note that Components 4 and 5 are project features of the Neptune Marina development on Parcel FF (Component 2) and are necessary for the Parcel FF approval.



SOURCE: Impact Sciences, Inc. – October 2006

FIGURE 1

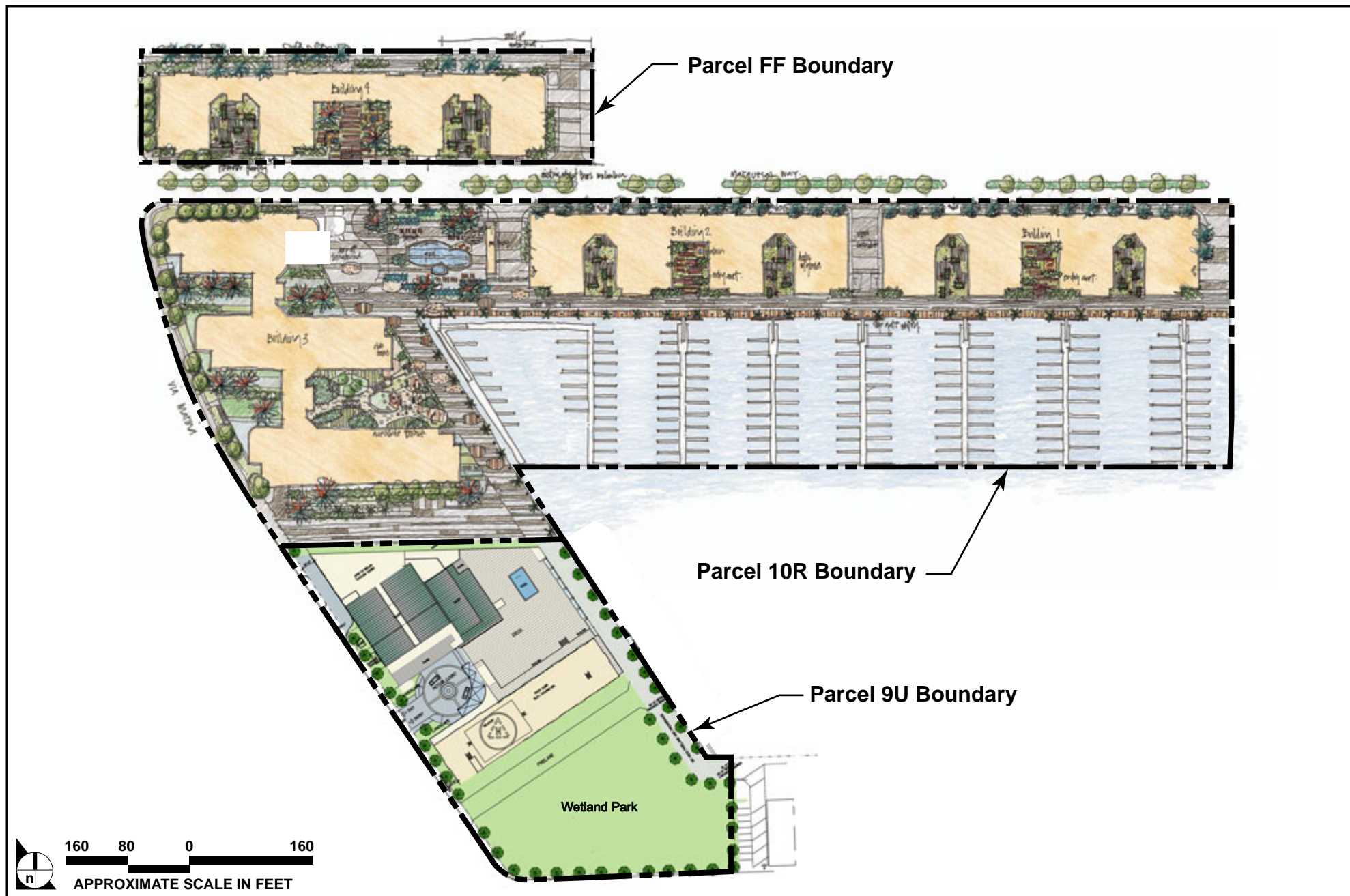
## Regional and Local Site Vicinity



SOURCE: Impact Sciences, Inc. – October 2006

FIGURE 2

Marina del Rey Parcels 10R, FF, and 9U



SOURCE: Thomas P. Cox: Architects, Inc. – March 2006, Gin Wong Associates – February 2006

FIGURE 3

Conceptual Site Plan; Neptune Marina/Woodfin Suites Hotel/Timeshare



**Component 1** includes the landside and waterside development of Parcel 10R and is referred to as "Neptune Marina Parcel 10R." Landside development consists of the removal of 136 existing apartment units and construction of a 400-unit, multi-family, residential apartment community consisting of three structures, 909 parking spaces and a waterfront public pedestrian promenade. Buildings 1 and 2, which front on the Marquesas Way mole road, would not exceed 55 feet, while Building 3, which fronts on Via Marina, would not exceed 60 feet (exclusive of appurtenant, screened rooftop equipment, parapets and architectural features) when measured from finished grade elevations along Via Marina and Marquesas Way. These structures front Marquesas Way and Via Marina and are located generally southeast of this intersection. The project would also include an approximately 0.25-mile-long (1,437 linear feet) public waterfront pedestrian promenade. Construction staging would occur on site and on Parcel FF.

The waterside portion of Parcel 10R would be comprised of a small craft anchorage consisting of 174 boat spaces that would replace an existing marina containing 198 boat spaces which have deteriorated over time. The anchorage would provide users with water and electrical service and a sewage pump out station. The 161 proposed private boat slips (in association with the Neptune Marina Project Parcel 10R) are wide enough to accommodate modern boat designs and boats up to 40 feet. Larger boats could be accommodated at the 13 proposed end-tie spaces ( $161 + 13 = 174$  total marina spaces). Note that the reduction in 24 boat spaces between the existing 198-space marina and the proposed 174-space marina results directly from achieving compliance with California Department of Boating and Waterways and Americans with Disabilities Act standards and requirements.

**Component 2** includes the development of Parcel FF and is referred to as "Neptune Marina Parcel FF." Development consists of a 126-unit, residential apartment community comprised of one structure and 243 parking spaces. The project would also include 200 feet of public waterfront pedestrian promenade, consistent with Local Coastal Program (LCP) requirements. Height of the proposed building (Building 4) would not exceed 55 feet (exclusive of appurtenant, screened rooftop equipment, parapets and architectural features) when measured from finished grade elevations along Via Marina and Marquesas Way. This structure would front on Marquesas Way, located generally northeast of this intersection. Construction staging would occur on-site and on Parcel 10R.

**Component 3** includes the development of the northerly approximately 2.20 acres of Parcel 9U and is referred to as the Woodfin Suite Hotel and Timeshare Resort. This project component is comprised of a hotel/timeshare resort with 288 hotel and timeshare suites (152 conventional hotel suites and 136 timeshare suites) and an assortment of accessory patron- and visitor-serving uses (including a waterfront restaurant with indoor and outdoor/terrace dining areas, cocktail lounge, resort pool and spa and sundry shop) contained in a 19-story structure on the southern side of the resort complex. Consistent with LCP

building height requirements for Parcel 9U, the height of the tower would not exceed 225 feet (exclusive of appurtenant, screened rooftop equipment, parapets, and architectural features) when measured from the finished grade. The resort structure is planned on the northern portion of Parcel 9U and fronts Via Marina. Like Components 1 and 2, the project would also include a public waterfront pedestrian promenade and structured parking (360 parking spaces) for the hotel/timeshare resort (the resort parking garage would adjoin and be sited northerly of the hotel/timeshare resort structure).

**Component 4** consists of a 1.46-acre restored public wetland and upland park that would be constructed on the southern portion of Parcel 9U. This represents a significant new public environmental and recreational park amenity for the Marina del Rey LCP and Marina del Rey community.

**Component 5** consists of a public transient boat anchorage that would be situated proximal to Parcel 9U within Marina del Rey Basin B. This public anchorage would contain approximately 2,923 square feet of dock area and would provide approximately 524 linear feet of transient boat docking space. It is estimated that the public anchorage will be able to provide berthing for between 7 and 11 “transient” boats (depending on the size of the vessels using the anchorage at any time) plus three side-ties for smaller dinghy boats at the north end of the public anchorage. Similar to the public wetland park proposed for development on the southerly portion of Parcel 9U, this public anchorage represents a significant new public boater-serving amenity for the Marina del Rey Local Coastal Program and Marina del Rey community.

The Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort project would, therefore, consist of 526 residential dwelling units, 288 hotel and timeshare suites with accessory patron- and visitor-serving uses, 174 private and up to 11 public or “transient” boat spaces and a 1.46-acre restored public wetland and upland park. At present, there are 136 existing apartment units and 198 boat spaces on Parcel 10R and a surface parking lot containing 206 parking spaces on Parcel FF. Parcel 9U is a vacant, fenced parcel containing the remains of an abandoned hotel construction project. A depression occurs on Parcel 9U that has, over time, developed into a low-quality wetland of 0.47 acre under the Coastal Act regulations. Therefore, completion of the proposed project would result in a net increase of 390 apartment units, 288 hotel and timeshare suites, berthing spaces for approximately 185 boats (as many as 11 of which will be public/“transient” boat spaces), and a 1.46-acre public park consisting of 0.47 acre of restored wetland and 0.99 acre of upland park area.

For the apartment and hotel/timeshare project components, emphasis has been placed on a design that balances public and private views of the marina and enhancement of the pedestrian experience adjacent to the water. A major feature of the project that unifies and integrates the residential units, the



hotel/timeshare resort, the public wetland and upland park and the adjacent marina is a 28-foot-wide public pedestrian walkway between the buildings and the anchorage, the "Waterfront Stroll Promenade."

### **1.2.1 Components 1 and 2: Neptune Marina**

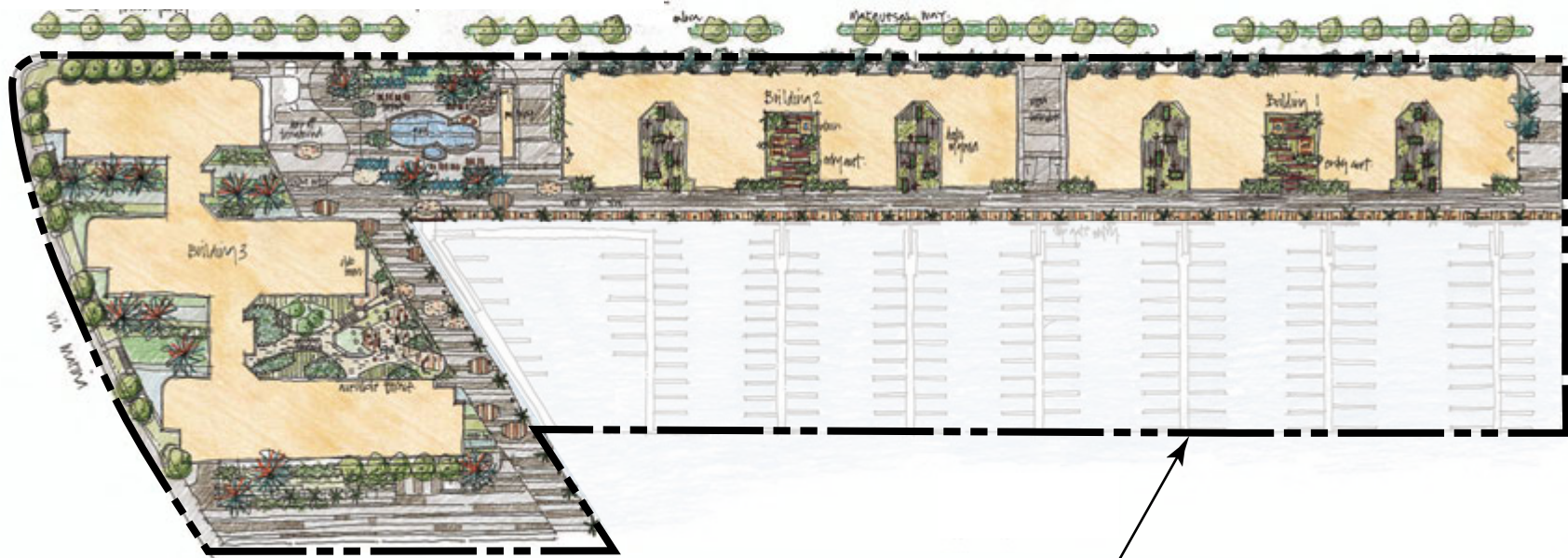
#### **1.2.1.1 Residential Units: Neptune Marina Project (Parcels 10R and FF)**

As proposed, the Neptune Marina Apartments and Anchorage consists of four new residential structures with each being four stories above two levels of parking (six total levels). Three buildings (Buildings 1, 2 and 3) are situated on Parcel 10R and south of Marquesas Way, while one building (Building 4) is situated north of Marquesas Way on Parcel FF (**Figure 3**). Within the four structures, 526 residential units are proposed that include rental apartment and rental townhome units. The design of the residential component of the project emphasizes a relationship to the waterfront. Building orientations have been configured to ensure direct pedestrian access to the Waterfront Stroll Promenade, a portion of which fronts on the proposed Neptune Marina Anchorage (Parcel 10R only). There are multiple points for the public to have unimpeded access to the Waterfront Stroll Promenade and the marina. The apartment structures have been separated to the maximum extent feasible to allow for unobstructed view corridors, consistent with LCP requirements.

One- and two- bedroom rental units are proposed in 11 different floor-plan configurations. As defined above, 526 residential units are planned. Of these, 330 are one-bedroom units; and 196 are two-bedroom units. Units will range in size from 650 to 1,691 square feet.

#### **1.2.1.2 Boat Anchorage: Neptune Marina Project (Parcel 10R)**

The proposed Neptune Marina Anchorage, a component of the Neptune Marina, is illustrated on **Figure 5**. Within Basin B, a new anchorage would be developed waterside of Buildings 1, 2, and 3 (Parcel 10R) and would be constructed concurrent with the apartment buildings. The existing 198-boat-space anchorage would be removed and replaced with 174 new spaces (a net reduction of 24 spaces). One hundred fifty of the 174 proposed spaces would accommodate boats 34 feet or less, with 24 spaces accommodating boats 35 feet in length or more. Maximum slip length would be 40 feet.



Parcel 10R Boundary



160 80 0 160

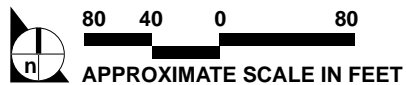
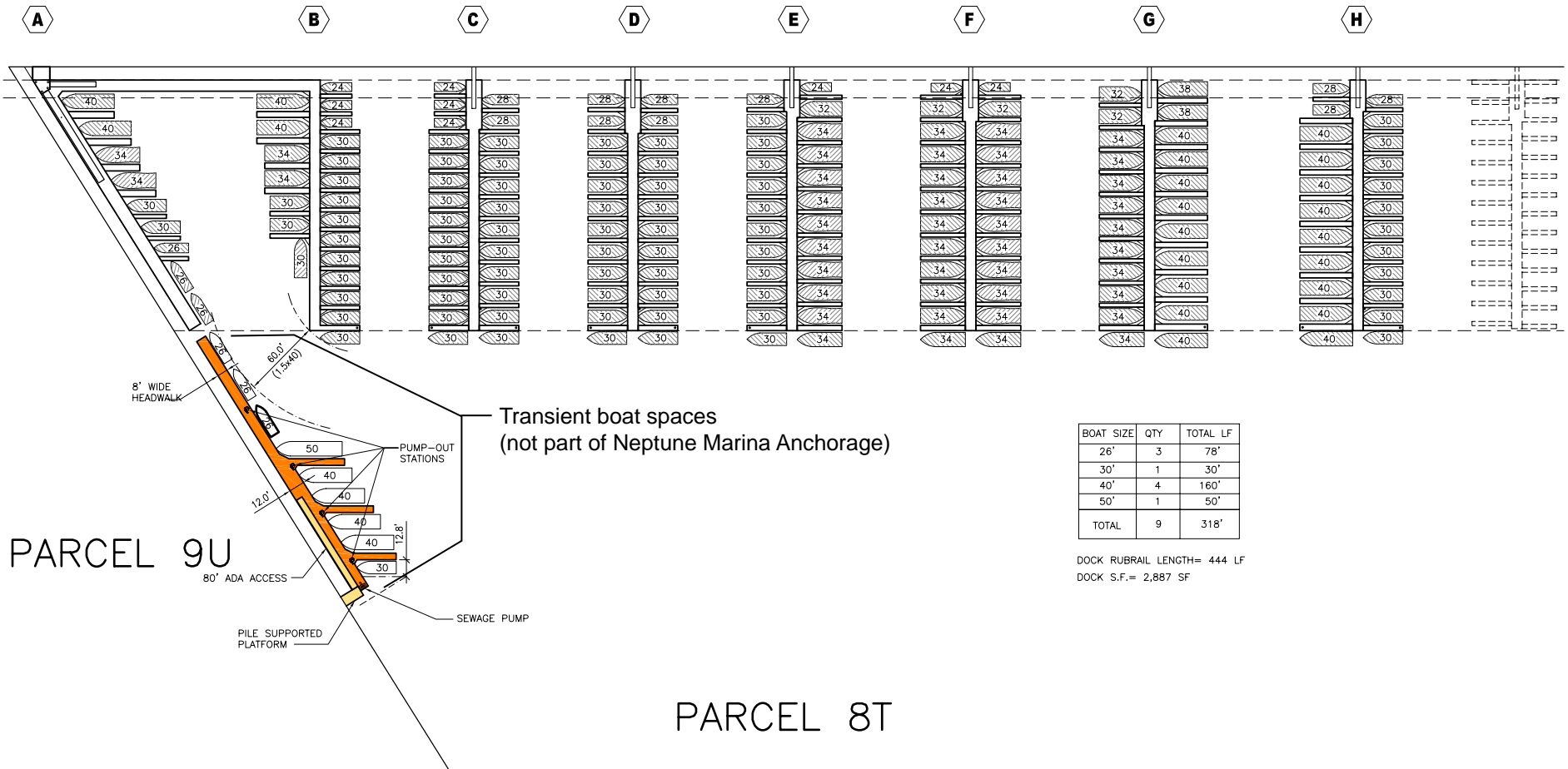
APPROXIMATE SCALE IN FEET

SOURCE: Thomas P. Cox: Architects, Inc. – April 2005

FIGURE 4

Neptune Marina

# PARCEL 10R



SOURCE: C&A Architects. – July 2006

FIGURE 5

Neptune Marina Anchorage

The new marina would replace the existing anchorage facilities with docks and spaces meeting current State of California Department of Boating and Waterways Guidelines for slip widths and federal requirements for Americans with Disabilities Act (ADA) compliance through use of an ADA gangway and ramp system, which would service a range of slip sizes. It is anticipated that the new docks would be constructed with current marina industry technology and materials (possibly a proprietary concrete dock system, with all new pre-stressed concrete guide piles and served with a new utility distribution system for power, water, cable and phone connections).

ADA requirements and modern boat dimensions (wider beam widths) necessitate the 24-space reduction defined above. In the anchorage, all utility lines would be concealed under the deck. The anchorage design utilizes electronically controlled gates and gangways to access the docks from the landside.

To promote clean water boating, sewage pump-out would be located in a central location that would serve the entire anchorage. Oversized storage facilities (dock boxes) would be provided at the anchorage to better serve recreational boaters.

#### **1.2.1.3            Component 3: Woodfin Suite Hotel and Timeshare Resort (Northern Portion of Parcel 9U)**

A site plan of the Woodfin Suite Hotel and Timeshare Resort is illustrated on **Figure 6**. The Woodfin Suite Hotel and Timeshare Resort consists of a 19-story building with 288 hotel and timeshare suite units and accessory uses, including meeting rooms, a restaurant and bar, a spa, a fitness center (including an outdoor pool), and associated hotel/timeshare operations space, such as the lobby, hallways, elevator shafts, mechanical rooms, offices, and laundry, maintenance and custodial facilities. The building would also feature an outdoor terrace and a large third floor deck with a pool, both of which would overlook the waters of the marina. In total, up to 21 fee-based “self-park” and 339 valet-managed parking spaces would be provided in a six-level parking garage, with one level below grade, for a project total of 360 parking spaces. The project also includes 386 linear feet of a public waterfront promenade.

Consistent with LCP building height requirements for Parcel 9U, the height of the hotel/timeshare structure would not exceed 225 feet (exclusive of appurtenant, screened rooftop equipment, parapets, and architectural features) when measured from the finished grade. The structure would front Via Marina and would be located south of the intersection of Via Marina and Marquesas Way and north of the intersection of Via Marina and Tahiti Way.



# Woodfin Site Plan

Floors 1, 2 and 3 would include all accessory areas of the building, including loading areas, resort lobby and offices, a restaurant and bar, an exercise room, a pool, a spa, outdoor function areas, meeting rooms and a large conference room/ballroom.

The ground floor of the hotel/timeshare resort structure would include the lobby and registration/reception area, elevator bays, the business center, hotel offices, a resort restaurant and bar, kitchen, sundry shop, meeting rooms, and restrooms. The exterior of the ground floor of the resort would provide for hotel ancillary uses consisting of the motor court (drop-off and valet parking area), the entrance to the parking area, and service docks for truck loading.

Second floor uses would include a conference room/ballroom, meeting rooms, and hotel service and mechanical room space. The third floor of the building would contain an exercise room and a spa, both of which open to the pool deck. Meeting rooms also occur on the third floor of the hotel.

The tower portion of the building, incorporating portions of the second and third floors, and floors 4 through 19, would contain the 288 hotel and timeshare suites. Other uses on floors 4 through 19 would include the elevator lobby, a service lobby, and housekeeping rooms.

An emergency helistop is proposed on the roof of the hotel complex, consistent with County Fire and Zoning Code requirements. Other screened roof elements include mechanical equipment, chillers, cooling towers, a service room, elevator machine room, and an emergency generator and boiler.

**1.2.1.4            Components 4 and 5: Public Wetland Park (Southern Portion of Parcel 9U) and Public Boat Anchorage (at terminus of Marina Basin B)**

To account for the loss of Open Space-designated land that would occur as a result of planned development of Parcel FF with an apartment building, thereby precluding the potential future development of a public park at that site, a restored public wetland and upland park of 1.46 acres will be established on the southerly portion of Parcel 9U. The park will consist of a newly established “muted” tidal salt marsh in the center of the park, surrounded by a buffer of 25 feet from the actual wetland area toward both the proposed hotel/timeshare to the north and Tahiti Way on the south. The muted tidal salt marsh will be approximately 0.47 acre in size.

A jurisdictional delineation conducted by Glenn Lukos Associates (GLA) in 2005 identified approximately 0.47 acre of wetlands within the excavated basin, of which 0.26 acre consists of wetlands that exhibit positive indicators for wetland hydrology, hydrophytic vegetation, and hydric soils and an additional 0.21 acre that lacked positive indicators for at least one of the three criteria but would still be considered wetland pursuant to California Coastal Act policies.

A rehabilitation program for the basin would include re-contouring, removal of non-native species, enhancement of the hydrological regime through creation of a muted tidal connection, and establishment of native coastal salt marsh habitat appropriate to the area, including special-status species that would enhance the overall value of the wetland. In addition to the restoration of the 0.47-acre saltwater marsh, the open space areas surrounding the marsh would be planted with species indicative of native habitats along the California coast such as coastal prairie, coastal sage scrub, coastal bluff scrub, and maritime chaparral. These plantings will serve as a buffer for the saltwater marsh, and will provide educational opportunities for the public.

The area outside of the actual salt marsh will be planted in appropriate transitional vegetation and shall serve as a public open space area. A protective, non-view-obstructing fence will be installed in a location and manner deemed appropriate for the biological and visitor functions. Appropriate interpretive signage will be installed to enhance the visitor experience. A turf block area, which will include natural vegetation at the northerly end of the park, will provide a sturdy space for group lectures, seating for visitors bringing lawn chairs for bird watching and maintenance vehicles.

Expanded and enhanced coastal salt marsh habitat with fringing riparian scrub would be planted with the enhanced wetland area. The proposed low- and mid-marsh species would be planted in zones of appropriate wetness. Variations in microtopography within the basin will allow for establishment of mosaic of coastal salt marsh habitat. Upland areas surrounding the enhanced wetland will be planted with species native to coastal prairie, coastal sage scrub, coastal bluff scrub, and maritime chaparral habitats.

No lighting or parking shall be permitted within the park. Monitoring of the vegetation for five years is an integral part of the mitigation proposal. Monitoring would be the responsibility of the County of Los Angeles Department of Beaches and Harbors.

To further account for the loss of Open Space-designated land that would occur as a result of its development of Parcel FF with an apartment building, Legacy Partners will fund and develop a public/transient anchorage to adjoin the Parcel 9U bulkhead. This anchorage would comprise approximately 49,000 square feet or 1.12 waterside or submerged acres in the southwestern portion of Basin B, and would contain approximately 524 linear feet of new public dock area; it is estimated that the public anchorage would provide berthing for between 7 and 11 transient boats (depending on the boats' size), plus 3 side-tie spaces for smaller dinghy boats at the anchorage's northerly end. The new public boat and anchorage would be in compliance with ADA and Department of Boating and Waterways standards.



Under recognized park planning principles, improvement costs can be equated to land in the following way. The Subdivision Map Act requires new development to foster the creation of new local parks. The requirement may be met by the contribution of land, the contribution of land and improvements, or payment of an in lieu fee. In this case, the County of Los Angeles proposes to compensate for the loss of Open Space-designated land on Parcel FF (caused by Project Component 2) by a combination of land and improvements that exceeds the equivalent of 2.048 (2.05) acres (i.e., the amount of land area on Parcel FF that is being proposed for conversion from Open Space to a residential land use designation per Project Component 2). The calculation is described below.

The amount of the credit is equal to the amount of the land plus the value of the park/recreation improvements. The cost of restoring the wetlands and making other improvements to the wetland park is estimated to be \$600,000, possibly including grading and other costs (although this will not be known until engineering plans are complete). As Legacy Partners (Applicant for Project Component 2) is paying for only half of the improvements (Woodfin Suite Hotels, LLC, the Applicant for Project Component 3, is paying the other half), Legacy Partners' contribution to the cost of these improvements is \$300,000.

The \$300,000 is then added to the estimated value of the 542 linear feet of proposed new dock space proposed for transient use waterside of Parcel 9U (\$603,000), yielding \$903,000. Next, this figure is divided by the value of an acre of parkland in the area in which the project is located, which at this time is \$335,000 based on information from the County Department of Parks and Recreation for the West Los Angeles Parks Planning Area. Therefore, the improvement cost alone represents approximately 2.70 acres of credit (i.e.,  $\$903,000 / \$335,000 = 2.70$  acres of credit), which is larger than the amount of designated Open Space on Parcel FF.

In addition to the cost of these improvements, the credit must necessarily include the area of the actual land of the wetland park. The total wetland park area is 1.46 acres.

The LCP does not prohibit counting parkland beneath the view corridor within the wetland park towards the compensation for the loss of the designated Parcel FF open space. The view corridor requirements of the Marina del Rey Specific Plan only require that such corridors maintain an unobstructed view of the bulkhead edge, masts, and horizon to pedestrians and passing motorists. Thus, it is the air space above the land that falls within the view corridor and not the land itself. As such, for example, parking lots are expressly allowed beneath such corridors, provided that the required views are maintained. If a project can satisfy parking requirements beneath a view corridor, it is clear that replacement open space requirements can also be met.

The Marina del Rey Specific Plan requires that new residential development provide compensatory recreational facilities to offset use of existing Marina park and recreational facilities. The Specific Plan expressly provides mitigation credit for public parkland. It also provides credit for those portions of public view corridors not designated for public access. Thus, the Specific Plan expressly allows view corridors to satisfy more than one regulatory requirement.

In addition, it is not uncommon under CEQA for a single mitigation measure to address more than one impact. For example, a traffic demand management plan can reduce vehicle trips, parking demand, mobile emissions, and mobile noise impacts. Similarly, the wetland park and view corridor above it can address potential project impacts with respect to wetlands, open space, public recreation, and compatibility with land use plans.

Including the area within the view corridor, the total credit for the land and improvements is 4.16 acres (1.46 acres of land + 2.7 acres of credit for the improvements = 4.16 acres). Even conservatively excluding the parkland within the view corridor, the total amount of credit for the land and improvements is 3.16 acres (0.46 acre of land + 2.7 acres of credit for the improvements = 3.16 acres). In either case, the amount of the credit far exceeds the 2.048 acres of designated Open Space on Parcel FF.

It should be noted that no water area (for the transient anchorage) is used in the above calculation, although the cost of constructing the docks is included due to the high value of the transient docks as a maritime dimension to the park as well as the clear priority in the LCP to create additional boat slips, especially public slips.

As set forth above, the combination of benefits to the public from these improvements (i.e., the restored wetland, upland park and transient boat anchorage) represents a significant public-boater-serving, open space and environmental asset and serves to mitigate for the loss 2.048 acres of designated Open Space that could possibly be used for a future park in Parcel FF. Moreover, the proposed location of a public park on Parcel 9U is superior to Parcel FF in that the subject Parcel 9U fronts a more heavily traveled street, Via Marina, and provides for more expansive and higher quality views of the basin than does Parcel FF.

### **1.3 Project Amenities and View Corridors**

A major feature of the project that unifies and integrates the residential units, the hotel/timeshare resort, and adjacent marina is a pedestrian walkway between the buildings and the anchorage, the "Waterfront Stroll Promenade" (**Figure 7**). Located along the bulkheads of Marina Basins B and C, the 28-foot-wide Waterfront Stroll Promenade would feature color-patterned paving, pedestrian seating and marina-styled

fencing and lighting. The Waterfront Stroll Promenade would also feature landscaped planters and other landscape features constructed immediately adjacent to this pedestrian amenity. The length of the Waterfront Stroll Promenade would be approximately 1,437 feet on Parcel 10R, 200 feet on Parcel FF and 386 feet on Parcel 9U, totaling 2,023 linear feet. The entire length would be open to the public and could also be used for fire access to portions of the residential and hotel/timeshare resort buildings that face the water.

### **1.3.1 Amenities: Neptune Marina**

The residential components of the Neptune Marina would feature a variety of recreational amenities, including a recreational lounge, game room and business center. In addition to these facilities, Building 1 would include offices for the harbormaster and leasing offices.

Outdoor recreational amenities would include landscaped decks and grounds adjacent to the Waterfront Stroll Promenade. An exterior pool is proposed between Buildings 2 and 3 (Parcel 10R). These exterior recreational areas would face the marina and would be connected directly to the public Waterfront Stroll Promenade via key-accessed secure gates.

### **1.3.2 Amenities: Woodfin Suite Hotel/Timeshare Resort**

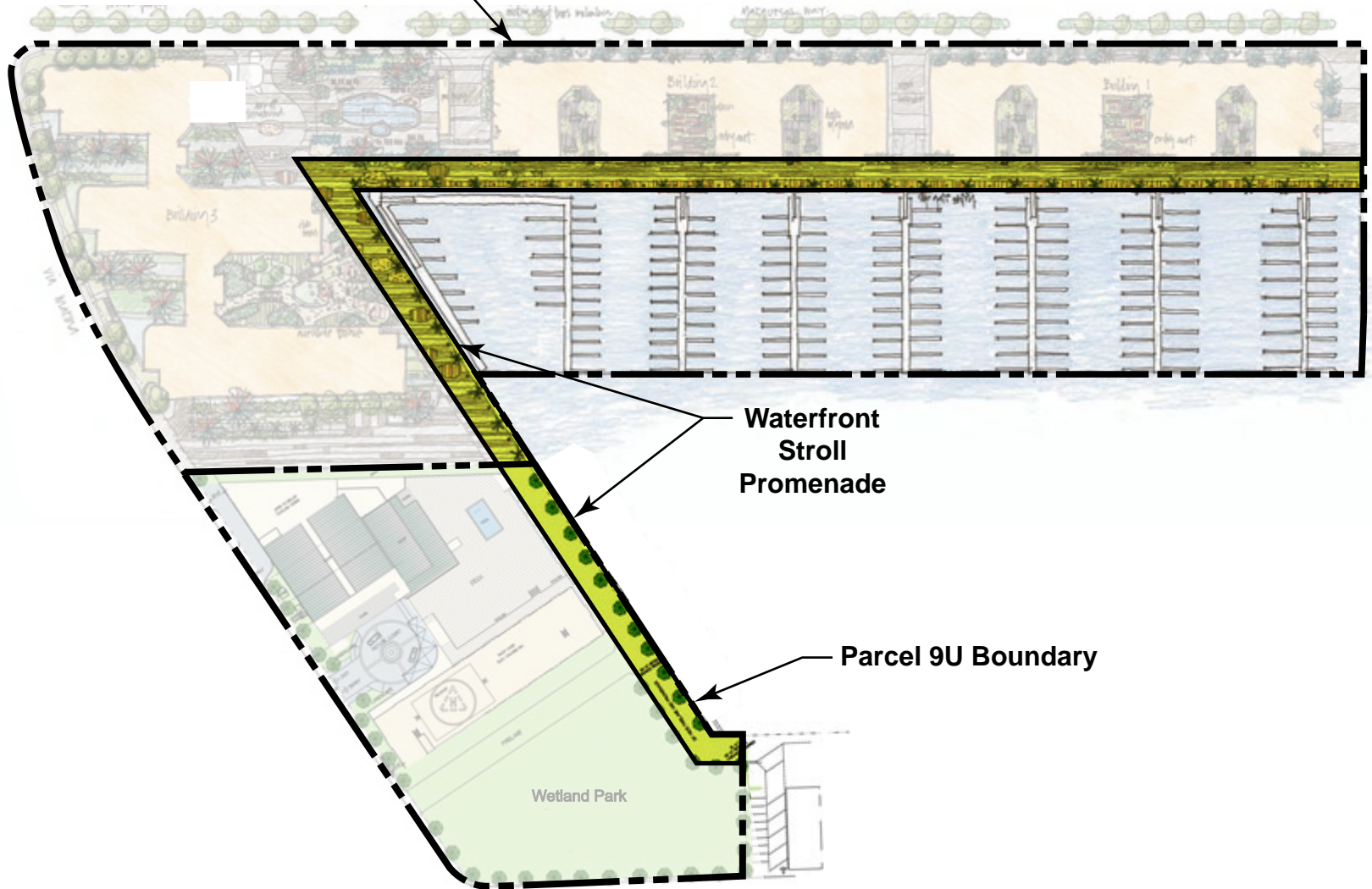
The Woodfin Suite Hotel/Timeshare Resort would feature a variety of patron- and visitor-serving recreational amenities, including a recreational lounge, game room, exercise room, spa, and business center. Outdoor amenities would include a pool, landscaped decks, and terraces overlooking the Waterfront Stroll Promenade and the Marina.

The hotel/timeshare resort will feature landscaped planters and other features constructed immediately adjacent to the public Waterfront Stroll Promenade. Landscaped areas are also proposed along the western, eastern, and southern margins of the hotel and in various perimeter areas surrounding the hotel/timeshare resort structure.

### **1.3.3 View Corridors: Neptune Marina**

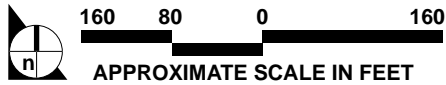
The Neptune Marina (Parcels 10R and FF) incorporates five view corridors. Of the five view corridors, three corridors allow vistas of Marina del Rey Basin B from Marquesas Way (southerly); one corridor allows vistas of Marina del Rey Basin C from Marquesas Way (northerly). The fifth view corridor allows vistas of Marina del Rey Basin B from Via Marina (easterly).

Parcel 10R Boundary



Waterfront  
Stroll  
Promenade

Parcel 9U Boundary



SOURCE: Thomas P. Cox: Architects, Inc. – April 2005

FIGURE 7

Waterfront Stroll Promenade

Provisions of the Land Use Plan (LUP) tabulate the area of required view corridor based on the length of the parcel's water frontage and the proposed building height. Based on the length of the parcel's water frontage and a proposed building height of 55 feet for Buildings 1, 2 (Parcel 10R), and 4 (Parcel FF) and 60 feet for Building 3 (Parcel 10R), the LUP requires a total of 413 linear feet of view corridor (360 feet for Parcel 10R and 53 feet for Parcel FF). As proposed, the Neptune Marina (Parcels 10R and FF) would provide 448.5 linear feet (388.5 feet for Parcel 10R and 60 feet for Parcel FF). As such, the Neptune Marina, as planned, is consistent with view corridor provisions of the Marina del Rey Land Use Plan that call for public and private views of the marina from perimeter roadways.

### **1.3.4 View Corridors: Woodfin Suite Hotel and Timeshare Resort**

The Woodfin Suite Hotel/Timeshare Resort incorporates one major view corridor on Parcel 9U south of the hotel/timeshare resort structure. The primary view corridor allows vistas of Marina del Rey Basin B from Via Marina through the Parcel 9U public park/wetland. Per the LCP, based on the proposed 225-foot height of the structure (excluding appurtenant rooftop structures), a minimum 154-foot-wide view corridor is required (i.e., 40 percent of the parcel's water frontage). The Woodfin Suite Hotel/Timeshare Resort plans for 154 linear feet of view corridor through the Parcel 9U public park to be situated to the south of the proposed hotel/timeshare resort. Because the Woodfin Suite Hotel/Timeshare Resort provides the required 154 feet, the project is consistent with provisions of the LCP that call for public and private views of the marina from perimeter roadways.

As discussed above, the LCP allows the counting of parkland beneath the hotel/timeshare resort's view corridor within the wetland park toward the compensation for the loss of the designated Parcel FF open space.

### **1.4 Project Access and Parking**

Vehicular access for the Neptune Marina and Woodfin Suite Hotel/Timeshare would be taken from 13 locations. In total, 1,507 parking spaces are required by code and 1,512 parking spaces would be provided in structured parking garages on the project sites. All parking garages would be screened by architectural and landscaping features, primarily by terraced, landscaped planters along the street and by landscaping along the promenade.

#### **1.4.1 Access and Parking: Neptune Marina**

For residents, vehicular access to and from the proposed residential components would be taken from 11 locations. Ten (10) points of access are located off Marquesas Way (7 to the south and 3 to the north). The one remaining point of vehicular access is located along Via Marina south of Marquesas Way. For

visitors, vehicular access to the interior portions of the Neptune Marina would be via four signed entrances on Marquesas Way. Vehicular access for boaters and users of the anchorage would be via one entrance on Via Marina (to the south). Pedestrian access to the buildings and the public Waterfront Stroll Promenade would be via a series of signed paved walkways between the buildings.

In each of the four proposed buildings, parking is provided in two-level garages built below each building. The lowest level of parking is entirely subterranean from the street side while the upper level of parking would be built at street grade. A total of 1,152 parking spaces would be provided throughout the Neptune Marina Parcels 10R and FF. Parking for apartment residents, their guests and the anchorage boaters would be segregated. Among the three user types, residents would be provided parking within the two-level garages through the use of security gate enclosures provided at both levels in all four buildings. Parking for guests is provided within the garages of each building. A parking area for boaters and users of the anchorage is provided in the southern end of the garage in Building 3 (on Parcel 10R).

#### **1.4.1.1 Access and Parking Woodfin Suite Hotel/Timeshare Resort**

Vehicular access to and from the proposed Woodfin Suite Hotel/Timeshare Resort would be taken from two locations. One access point would be provided via Via Marina that provides an entry to the motor court and below grade parking structure. The second access point is also located along Via Marina (north of access to the motor court) that provides access to the service entry and loading docks.

Parking for the Woodfin Suite Hotel/Timeshare Resort would be provided in a six-level parking structure that is connected to the hotel lobby. A maximum of 360 parking spaces could be provided within this structure, 21 of which would be fee-based “self-park” spaces and the remainder of which would be managed by a professional valet parking company. Parking for the adjacent public wetland park can be conveniently accommodated within the hotel/timeshare resort’s parking structure (County Code requires one parking space for the adjacent public park, whereas up to 21 self-park parking spaces are programmed for the hotel/timeshare resort parking structure).

#### **1.5 The Project’s Relationship to the Marina Del Rey Local Coastal Program (LCP)**

All components of the Neptune Marina Apartments and Anchorage and Woodfin Suite Hotel and Timeshare Resort project meet the applicable policies and development standards of the certified LCP and/or County Zoning Ordinance, including, but not limited to, provision of adequate parking, view corridors, public access to the shoreline, and new usable public recreation and open space (waterfront public pedestrian promenade), complying with traffic capacity requirements and providing affordable housing consistent with the County’s Affordable Housing Policy for Marina del Rey and Government

Code Section 66590, et seq. (the Mello Act). Certain project components, however, require the amendments to the Marina del Rey LUP and the Marina del Rey Specific Plan (the Specific Plan), as set forth below.

The discretionary approvals for the Neptune Marina Apartments project will include an LCP amendment request to change the land use designation under the LUP and Specific Plan on County Parcel FF from “Open Space” to “Residential V” (non-mole portion) and “Residential III” (mole portion) and to change the Height Category on County Parcel FF from “Height Category 1” to “Height Category 3.” These changes will facilitate the conversion of the existing underutilized parking lot to residential use as expressly contemplated in Section A.2 of the LUP.

The potential future recreational facilities under the existing Open Space designation on Parcel FF will be effectively transferred to the southerly-most portion (approximately 1.46 acres) of County Parcel 9U, which will be developed with a restored public wetland and upland park. Moreover, as a public-serving complement to the Parcel 9U restored wetland and upland park, a public boat anchorage (containing approximately 524 linear feet of new public dock area and providing berthing for between seven and 11 transient boats, depending on the boats’ size, plus side-tie area for smaller dinghy boats at the anchorage’s northerly end) will be developed in Marina Basin B, alongside the Parcel 9U bulkhead.

Although Parcel FF is currently developed as a parking lot, it is currently designated as Open Space and could be developed in the future as a park. The loss of approximately 2.048 acres of potential unimproved future parkland will be offset through the development of the aforementioned 1.46-acre public wetland and upland park and adjoining public/transient boat anchorage. These public amenities would be provided at no cost to the County. Applicants Legacy Partners (Legacy) and Woodfin Suite Hotel, LLC (Woodfin) will each fund 50 percent of the costs of restoring the wetland and completing the other (landside) park improvements. Legacy will fund the entire cost of constructing the public/transient boat anchorage. The County Department of Beaches and Harbors has determined that Legacy’s share of the public park and anchorage improvements is the equivalent of 2.70 acres of parkland, based on recognized park planning principles that equate improvement costs with unimproved land. The 2.70-acre credit, which is alone more than enough to offset the redesignation of the 2.048 acres of unimproved Open Space on Parcel FF, would be over and above the 1.46 acres on Parcel 9U which will be redesignated as Open Space.

LUP Section A.2. states that Parcel FF was originally contemplated for use as a future park in order to meet the recreational needs of new residents and to facilitate public use of and additional access along the harbor. It should be noted, however, that Section A.2 of the LUP (Page 2-5), under the “Potential Conversion of Public Parking Lots” subsection, also expressly acknowledges that Parcel FF is



underutilized by the public and is thus being contemplated for conversion to residential use: “Lots FF and OT, both on the west side of the Marina, are under utilized throughout most of the year. **They are being contemplated for development as residential uses.**” (emphasis added). By including a new 28-foot-wide pedestrian promenade as well as the public wetland park and public/transient boat spaces, the proposed project will meet the LUP’s original intent for the Parcel FF Open Space designation. Moreover, the proposed location of a public park on Parcel 9U is superior to Parcel FF in that the Parcel 9U fronts a more heavily traveled street, Via Marina, and provides for greater water frontage for a park than one that could in the future have been built on Parcel FF (Parcel FF fronts primarily on Marquesas with only a small portion of the parcel fronting on Via Marina).

Both the public wetland park and the public/transient boat spaces will provide lower-cost visitor and recreational opportunities in furtherance of the policies and objectives of the LUP and the Coastal Act. The boat slips will add a waterside connection to the proposed public wetland park and adjacent resort, which will make it available to more users. In addition, providing additional boat spaces (especially public ones) is a top priority under Section A.3.e.1 of the LUP and is encouraged under Coastal Act Section 30224.

The discretionary project approvals will also include Legacy’s LCP amendment request to modify the LUP and Specific Plan to allow the applicant to (a) contribute funds into the Coastal Improvement Fund (established by Section 22.46.1950 of the Marina del Rey Specific Plan) dedicated to parking structure construction, and (b) allow the applicant to occupy the new Parcel FF apartment building prior to construction of replacement parking spaces elsewhere in the Marina. The applicant will deposit funds into the Coastal Improvement Fund sufficient to construct the replacement parking with the County prior to issuance of a building permit. As set forth in Section A.2. of the LUP, and as confirmed by a parking use survey conducted by a licensed traffic engineering firm for Parcel FF (analysis of which to be included in the project Draft EIR), the existing Parcel FF parking lot is highly underutilized by the public, so deferring the construction of the replacement spaces is not anticipated to result in a shortage of parking in the area. As evidence of this, over half of the Parcel FF parking lot has, for the last six months, been fenced off from public use and utilized as a construction staging area for a nearby apartment development. During this time, the County Department of Beaches and Harbors has not received any complaints from the public indicating that the use of the parking lot for construction staging purposes has created a deficiency of public parking at the site or in the local area.

Legacy requires textual amendments to the LUP and Specific Plan to transfer 275 development units from the abutting Development Zone 2 (Tahiti Development Zone) and 112 development units from the proximate Development Zone 1 (Bora Bora Development Zone) into the subject Development Zone 3

(Marquesas Development Zone). This transfer of unclaimed residential unit credits from adjoining and nearby Development Zones is needed because the subject Marquesas Development Zone contains insufficient residential development unit entitlements to accommodate the Neptune Marina Apartments at Parcels 10R and FF (due to development of a new residential project on the adjacent Parcel 12 at the terminus of the Marquesas Way mole road having previously utilized all but three residential development credits in the Development Zone). There is clear precedent for such inter-development zone transfers on the western side of Marina del Rey (reference Goldrich & Kest Industries' LCP amendment approval at Marina Parcel 20, certified by the California Coastal Commission (CCC), which authorized the transfer of 97 development units from the Bora Bora DZ into the Panay DZ; reference County Case No. 98-172-4).

Finally, Legacy will seek an LCP amendment to amend the application of development standards contained in the Specific Plan to allow the applicant to average or "blend" residential densities over Parcels 10R and FF without respect to the 35 dwelling units/acre and 75 dwelling units/acre density development standards prescribed for the R-III and R-V land use categories. This will provide for uniform density and building massing and height across the parcels, rather than greater residential density, and resultant taller buildings, on the R-V-designated portion of the parcels.

#### **1.6 Woodfin Suite Hotel/Timeshare Resort's Timeshare Component's Relationship to the Marina del Rey Local Coastal Program (LCP)**

As noted, the Woodfin Suite Hotel and Timeshare Resort project component proposes development of a visitor-serving hotel and timeshare resort on the northerly portion of Parcel 9U, which is designated "Hotel-WOZ" in the Marina del Rey LCP. The Woodfin Suite Hotel and Timeshare Resort is consistent with the Marina del Rey LCP, which recognizes overnight lodgings as a primary visitor-serving use per Section 30213 of the California Coastal Act. While the Marina del Rey LCP does not define 'overnight lodgings' or 'hotel' within the document, several sections mention hotel use and may be drawn upon to determine consistency, as described below.

First, Section A.2. of the Marina del Rey LUP, "Recreation & Visitor-Serving Facilities" chapter, subsection e Policies and Actions, lists overnight lodgings as a qualifying visitor-serving use in accordance with related Coastal Act provisions.

Secondly, the LUP (Section A.2.e.5) also expressly exempts hotels from the mitigation requirements for new non-marine or non-coastal related uses, demonstrating a desire to facilitate new hotels and other overnight accommodations. The LUP explains that Marina del Rey contains a considerable mix of residential, and therefore the encouragement of hotels for visitor use is a clear objective of the LCP.

Thirdly, LUP Section C.8. Land Use Plan, subsection e Policies and Actions, Part 2 – Mapped Policy for the Land Use Plan, lists hotel as a permissible land use category and designates overnight accommodations and attendant visitor-serving uses including dining and entertainment areas as uses that may occur attendant to a hotel.

Finally, the LCP section addressing the Land Use Plan (see LUP Section C.8.e.7.) incorporates by reference language from the Countywide General Plan and Title 22, Planning and Zoning, Los Angeles County Code.

The Woodfin Suite Hotel and Timeshare Resort is consistent with the Marina del Rey LCP language addressing hotels and the Los Angeles County Code section as outlined above. The project is comprised of 288 hotel suites, of which 136 are timeshare suites; all of which are intended to or designed to be used on a temporary basis by guests. More importantly, the Woodfin Suite Hotel and Timeshare Resort will be a full-service facility, with a single set of support facilities (check-in desk, reception, restaurants, cocktail lounge, etc.) for both timeshare and hotel users. Therefore, there will be no distinction in terms of services between hotel patrons and timeshare patrons. This lack of exclusivity for timeshare guests is a key component in the determination of consistency by the County.

The proposed site of the Woodfin project has been the subject of numerous attempts to secure a hotel. All of the previous attempts have failed. The County is desirous of complying with the LCP's call for more overnight accommodations by establishing this suite hotel project. The Woodfin Suite Hotel and Timeshare Resort will enhance visitor-serving uses by providing much needed additional overnight accommodations through both the hotel and timeshare component.

- The timeshare suites will not be in a separate tower from the hotel suites; rather, both the hotel and timeshare suites will be on same floors (4 through 19).
- Rental of both the timeshare suites and hotel suites will be handled in a similar manner by on-site management (electronic keys issued by the front desk, concierge services, housekeeping, and front desk check-in/out).
- Timeshares will be made available to the general public through the hotel reservation system when not used by timeshare vacationers.
- Timeshare vacationers may make their unused timeshare suites available to the general public.
- Timeshare suites will be marketed through an exchange program and through the hotel, and will be rented at comparable rates to equivalent hotel suites.
- Timeshare suites will be sold in one-week intervals.
- The Woodfin timeshare component will remain a commercial use and will comply with the timeshare laws governed by the California Department of Real Estate.

In addition to overnight accommodations, the project will develop other visitor-serving uses to significantly enhance use and enjoyment of the Marina and coastal resources. These uses include a restaurant, cocktail lounge, pool, spa, conference facilities, new promenade, and wetland park, all of which will be accessible to the public. The new promenade and wetland park will offer no-cost visitor recreation to the public. In recognition of the delineated priorities of the Marina del Rey LCP, the project will not detract from, nor interfere with existing boating activities or ancillary boating support facilities. The project's abundant visitor-serving opportunities support the economic viability of the marina by encouraging increased public access.

Moreover, in order to further augment lower-cost public serving uses on the westerly side of the Marina, and should adequate parking be identified, an opportunity exists for two to three of the transient slips at the public anchorage proposed for development adjacent to the site to be used for charter and excursion boats. These excursion opportunities could constitute an important new public/visitor-serving feature on this side of the marina, as no such services are provided in this primarily residential portion of the marina. Therefore, the proponent of the proposed hotel/timeshare resort project (Woodfin Suite Hotels, LLC), which would administer any potential future charter use at the adjoining public anchorage, may make application for the charter boat use at a future date after occupancy of the hotel/timeshare resort, when the actual performance of the resort may be evaluated to determine that sufficient parking can be provided in the resort or in another location to service the charter use.

Finally, enhanced coastal access and harbor view opportunities are priorities indicated in the New Development section of the LCP. The Woodfin Suite Hotel and Timeshare Resort provides an abundance of enhanced coastal access and harbor view opportunities. The project includes a 28-foot public pedestrian promenade along the waterfront. The project is designed so that all suites will have views either to the marina or the ocean. Also, a view corridor of no less than 40 percent will be provided over the southerly portion of the parcel.

## 2.0 ENVIRONMENTAL IMPACT REPORT

In conformance with Section 15063 of the implementing *State CEQA Guidelines* (California Code of Regulations Title 14, Chapter 3), the County of Los Angeles prepared an Initial Study (**Attachment A**) and determined that the project had the potential to result in significant adverse impacts, and consistent with Section 15063(b)(1)(A), required the preparation of an EIR. The following analysis will be included in this EIR.

## 2.1 Environmental Setting

The *State CEQA Guidelines* require a description of the environment, as it exists, from both a local and regional perspective. In addition to describing the physical characteristics of the existing environment, an analysis of the project's consistency with all applicable local and regional plans will be provided.

## 2.2 Impact Analyses

Scopes of work for each required topic defined as part of the County prepared Initial Study are provided below. These scopes of work may be modified as necessary based on information received as part of this NOP process or as deemed appropriate by the County of Los Angeles. The following areas were identified in the Initial Study as having potential impacts that required additional analysis:

### Potential Hazards

Geotechnical and Soil Resources

Flood and Tsunami Inundation

Noise

### Impacts to Resources

Hydrology and Water Quality

Air Quality

Visual Resources

Biota

### Impacts on Services

Traffic and Access

Water Service

Sewage

Education

Fire

Solid Waste

Other Factors

Environmental Safety

Population and Housing

Land Use

**3.0 WORK SCOPES**

**3.1 Geotechnical and Soil Resources**

The following scope of work is proposed to define and evaluate this project's potential adverse effect on the geology/soils environments.

1. Incorporate the available geotechnical, geologic and soils information developed from the literature. This discussion shall include a description of existing earth materials, geologic units, and seismic hazards.
2. Based on information provided by the applicant, describe and analyze proposed grading and manufactured slopes and general areas of cut and fill will be discussed.
3. Based on the conclusions of the geotechnical investigation, potential impacts will be analyzed as follows:
  - a. Document the locations of the nearest active faults and determine whether there would be any hazards related to fault rupture.
  - b. Determine whether people or structures would be exposed to significant effects from ground shaking, ground failure, or landslides.
  - c. Discuss the potential for erosion-related impacts from grading and with regard to the drainage on site.
  - d. Discuss the potential for the project to be located on an unstable geologic unit or soil with the associated hazards.
  - e. Discuss soils constraints (expansive soils, corrosive soils) related to structural development.
  - f. Discuss hazards associated with methane gas as it occurs in subsurface soils on and proximal to the project site.
4. Incorporate recommendations and mitigation measures from the geotechnical investigation and document their effectiveness at reducing impacts.

### 3.2 Flood and Tsunami Inundation

1. Incorporate the available hydrological information developed from the literature. This shall include a description of existing subsurface water levels and the potential for flood hazards.
2. Evaluate the potential for flooding and tsunami inundation. Discuss public notification in the result of a tsunami.
3. Based on the conclusions of the hydrological and geotechnical investigation, potential tsunami inundation impacts will be analyzed as follows:
  - a. Document the locations of the significant active faults and determine possible tsunami hazards related to fault rupture.
  - b. Determine whether people or structures would be exposed to significant effects from seawater velocities and inundation.
4. Incorporate recommendations and mitigation measures from the hydrological investigation and document their effectiveness at reducing impacts.

### 3.3 Noise

The project site is located approximately 3 miles north of Los Angeles International Airport (LAX). Noise from jet traffic is audible. The site is situated in a dense urban area and existing noise sources are generally from vehicles. The following scope of work is proposed to define and evaluate this project's potential adverse effect on the noise environment.

1. A description of existing noise sources and the noise environment in the vicinity of the project site.
2. A summary of noise measurements on the project site and along roadways most affected by increases in project traffic.
3. Identification of noise-sensitive land uses or activities in the vicinity of the project site and along roadways providing access to and from the site.
4. A discussion of relevant noise policies, regulations, and standards, including those in the County General Plan and Noise Ordinance (for informational purposes).
5. A discussion of construction noise impacts, based upon proposed construction activities and scheduling information provided by the applicant. The Draft EIR shall evaluate noise impacts from construction based on the duration, nature, phasing, and level of various construction activities.
6. A description of typical noise generated by the project during operation. Noise generated by project-generated motor vehicle traffic on adjacent sensitive land uses would also be evaluated.
7. Noise modeling shall be conducted to assess increases in noise levels at adjacent noise sensitive locations.



8. Provide mitigation measures identified as necessary to avoid or reduce significant noise impacts with an evaluation of their effectiveness based on published technical documents.
9. Provide cumulative impact analysis and mitigation measures.

### **3.4 Hydrology and Water Quality**

The project site is located in an area with a high water table and is near the waters of the marina. Dewatering of the site may be necessary during construction and pollutant run off is possible both during project construction and operation. The following scope of work is proposed to define and evaluate this project's potential adverse effect on the hydrology and water quality environments.

1. Analyze water quality management issues and review plans. The County shall require development of a Storm Water Pollution Prevention Plan (SWPPP) to guide water quality protection during the construction and post-construction phases, in compliance with the regulatory requirements of the construction and municipal storm water permit components of the National Pollution Discharge Elimination System (NPDES). New regulations being adopted by the Regional Board require treatment of 80 to 90 percent of mean annual rainfall. Compliance with these regulations is typically explained in a Storm Water Management Plan (SWMP), including how the proposed treatment measures will be monitored and maintained.
2. Characterize pollutants of concern under existing conditions and following development and assemble information regarding the local and regional regulations related to storm water quality management. The Draft EIR shall review the site design plans for consistency with regulatory criteria and suitability of water quality treatment measures proposed to avoid impacts to local drainage channels and off-site habitat. Where applicable, the Draft EIR shall identify additional opportunities and constraints that bracket selection of best management practices (BMPs) and recommend further measures that are appropriate for the project.
3. Assess impacts to groundwater recharge from the proposed project. Recharge to groundwater is typically reduced when development creates impervious surfaces over areas that were formerly permeable. Under this task the EIR will assess the magnitude and importance of existing recharge, evaluate how recharge will likely change as construction occurs and identify impacts and mitigation measures suitable for maintaining hydrologic support to retained drainage channels or local wells, if applicable. If appropriate, the Draft EIR shall also suggest BMPs to maintain recharge.
4. Describe any other direct, indirect, and cumulative impacts on water resources resulting from the proposed project and appropriate mitigation measures.

### **3.5 Air Quality**

The project is situated in the South Coast Air Basin, a severe nonattainment area. Air quality standards, policies, and monitoring are the responsibility of the South Coast Air Quality Management District (SCAQMD). Wind issues are equally important in the Marina due to the prevalence of recreational sail boating. The following scope of work is proposed to define and evaluate potential adverse effect on the

air quality and wind environment during the project's construction and operation. This section will also discuss green building concepts and feasible measures incorporated into the project that would reduce air emissions.

1. Describe baseline air quality information, including area topography and meteorology and their influence over air quality, relevant state and federal ambient air quality standards, monitoring data—for the past five years—from the monitoring station(s) proximal to the project site, air quality trends and existing and reasonably foreseeable sensitive receptors near the development site or near roadways/intersections that could be affected by project traffic. Also, identify federal, state, and local regulatory agencies responsible for air quality policies, regulations, and standards that pertain to the project. Identify major existing sources of air pollutants in the project vicinity, including sources of toxic air contaminants or odorous emissions on the basis of inventory data compiled by the SCAQMD.
2. Describe the significance criteria/thresholds for evaluating air quality impacts from the SCAQMD *CEQA Air Quality Handbook*.
3. Based on available information from the project applicant, calculate potential emissions from demolition and construction activities related to the project. Include emissions from grading, excavation, and building construction. Consider construction haul trips and exhaust emissions from construction equipment. Compare estimated construction emissions with SCAQMD thresholds.
4. Calculate operational mobile and area source emissions for reactive organic gases, nitrogen oxides, particulates, and carbon monoxide using the most current URBEMIS model. Calculations associated with vehicle traffic will be based on the trip generation modeling documented in the traffic report. Compare the estimated emissions to the SCAQMD thresholds.
5. Discuss the potential for the combined emissions from the project and cumulative development to adversely affect air quality or impede attainment of air quality goals. Also, discuss whether the project would conflict with the most recent version of the *Air Quality Management Plan* and other applicable air quality plans. Apply SCAQMD significance criteria to determine the potential for cumulative air quality impacts.
6. Identify mitigation measures as necessary to reduce or avoid any potential project-specific or cumulative impacts to air quality and quantify their effectiveness based on methodologies available from SCAQMD and other sources.
7. Evaluate the potential for the structures to effect wind patterns in the marina that could adversely impact fresh breezes or sailing opportunities in the Marina area.

### 3.6 Visual Resources

The existing character of the project site will be changed with development of the proposed project. The proposed project is denser and taller than existing land uses. The following scope of work is proposed to define and evaluate this project's potential adverse effect on the aesthetic environment.

1. Describe the existing visual character of the project site, focusing on site features such as topography, vegetation, existing light sources and the site's relationship to nearby uses. Work will be based on site reconnaissance.
2. Provide text, documenting views from adjacent roadways and discuss project's consistency with existing and planned development in the area.
3. Summarize applicable policies or regulations related to visual quality, including policies from the County of Los Angeles General Plan and the Marina del Rey Specific Plan and the Design Standards. Emphasis shall be afforded to the project's consistency with County adopted view corridor requirements.
4. Through view simulations, evaluate the visual impacts of the proposed project with respect to defined significance criteria, focusing on changes to existing visual character, effects on views from area roadways.
5. Evaluate potential light, glare and shade/shadow impacts of the proposed project on existing visual character of the site or area.
6. Identify, as necessary, additional mitigation measures for avoidance or reduction of the identified visual impacts.

### 3.7 Biota

Impact Sciences will prepare the biological resources analysis for the EIR and will perform the following tasks:

1. Review of Existing Information – Available documentation pertinent to the terrestrial and marine biological resources within, or in the vicinity of, the project site will be reviewed and analyzed. This will include a review of the following: (a) the biology sections of the previous EIR documents; (b) previously prepared technical biological reports, and results of special-status species surveys; (c) the California Department of Fish and Game's Natural Diversity Data Base and the California Native Plant Society's Inventory of Rare and Endangered Vascular Plants of California database for the appropriate USGS 7.5-minute quadrangle map in which the site is located, as well as the surrounding eight quadrangle maps; and (d) literature pertaining to habitat requirements of special-status species potentially occurring on the project site. Special attention shall be afforded to two technical reports. The first report is titled *Biological Technical Report Parcel 9U, Marina del Rey, California*. The second report is titled *Conceptual Restoration Plan for a Degraded Artificial Wetland Associated with Parcel 9U, Marina del Rey*. Both of these reports were prepared by Glenn Lukos Associates and have been reviewed by staff of the Los Angeles County Department of Beaches and

Harbors. Each of these reports is available for public review at the Los Angeles County Department of Regional Planning, 320 West Temple Street, Los Angeles, California 90012.

2. Impact Analysis – Proposed development plans on the site will be reviewed and analyzed to determine project-specific impacts to terrestrial and marine biological resources. In particular, Impact Sciences will identify and quantify potential habitat loss or disturbance that may occur as a result of implementation of the proposed project. This evaluation will also include potential direct and indirect impacts to both common and special-status plant and animal species, locally important or other sensitive habitats, and other significant biological resources.

### **3.8 Traffic, Access and Parking**

A preliminary report defining existing traffic conditions and parking on and near the project has been prepared. The intersections surrounding the site within Marina del Rey operate at good Levels of Service (LOS A to C). Some intersections outside of Marina del Rey that are likely to experience increased traffic exhibit traffic congestion problems and operate at fair to poor Levels of Service (LOS D to F). Site access will conform to all County of Los Angeles Fire Department standards for roadway widths, turning radii and road length and surface materials. Additionally, the project will be required to pay all applicable traffic impact mitigation fees. Additional parking has been proposed by the County of Los Angeles on an existing parcel situated just north of the project site or other locations deemed appropriate by the County. The following analysis would be incorporated into the proposed EIR to adequately address potential project and cumulative impacts to the traffic environment.

1. Study area, methods, and level of service standards;
2. Description of regional and local transportation network;
3. Existing traffic volumes and levels of service;
4. Programmed roadway improvements;
5. Relevant transportation and circulation features of the proposed project;
6. Trip generation, distribution, and assignment;
7. Project-specific impacts (increased congestion, hazards, emergency access, parking and conflicts with alternative transportation policies);
8. The impact of this project on existing and proposed levels of parking available in the western portion of Marina del Rey; and
9. Describe project-specific mitigation measures and cumulative impacts and mitigation measures.

### **3.9 Water Service**

Domestic water flows are provided by Los Angeles County Water Management District 29. The water district has sufficient capacity to provide water to the proposed project. However, the Department of Public Works is currently planning and performing upgrades to the water supply system to increase capacity. A full analysis of current and planned water supply line capacity from water mains to the project site is necessary to adequately evaluate system capacity. The following analysis would be incorporated into the proposed EIR to adequately address potential project and cumulative impacts on the County water supply systems.

1. Provide information regarding on-site water system improvements and the existing capacity of the Marina del Rey water system as well as any planned improvements to the water supply system.
2. Based on readily available water consumption rates, calculate the project's estimated water consumption. Compare with the defined capacities of water system.
3. Provide mitigation measures proposed as part of the project or recommendations of the County of Los Angeles Department of Public Works. This section would also describe the potential use of recycled water for landscaping and water closets as well as other green building concepts. Describe cumulative impacts and mitigation measures.

### **3.10 Sewage**

Domestic sewage flows from the project site are currently treated at the City of Los Angeles' (City) Hyperion Treatment Plant through a contractual agreement between the County and City. This plant has surplus capacity to serve new projects. However, a full analysis of sewer line capacity from the project site to sewer trunk lines is necessary to adequately evaluate system capacity. The following analysis would be incorporated into the proposed EIR to adequately address potential project and cumulative impacts on the County sewage treatment systems.

1. Obtain information on existing sewer capacity, assess the potential impacts of the proposed project, define specific standards, and provide input on appropriate mitigation measures.
2. Provide information on existing conditions for the treatment and disposal of domestic sewage via the existing sewage treatment system.
3. Provide information on the sewage treatment system's capacity for additional wastewater treatment and on any pending and proposed improvements to the system.
4. Based on readily available wastewater generation rates, calculate the project's wastewater generation. Compare with the defined capacities of the sewage treatment plant(s) and sewage system.

5. Provide mitigation measures proposed as part of the project or recommendations of the County of Los Angeles Department of Public Works. Describe cumulative impacts and mitigation measures.

### **3.11 Education**

The following scope of work is proposed to define and evaluate this project's potential impacts on education service:

1. Each elementary school, middle school, and high school will be defined. The design capacity of each school will be identified and well as the current enrollment. Current mechanisms for school funding shall be defined.
2. Additional student generated as a result of project implementation will be defined. The impact on existing enrollment and school capacity will be assessed and impacts defined. Appropriate mitigation will be defined. Cumulative impacts shall also be addressed.

### **3.12 Fire**

The following scope of work is proposed to define and evaluate this project's potential impacts on fire service:

1. Contact the Fire department by telephone/letter to obtain information on existing conditions, assess the potential impacts of the proposed project, define specific standards in regards to fire flows and site access, and provide input on appropriate mitigation measures.
2. Consult with the fire department to determine the degree of fire hazard associated with the project site and vicinity. Consider the requirements of the latest edition of the California Fire Code or other requirements defined by the fire department.
3. Discuss the proposed project's plans to supply water service to the site, and discuss the ability of the local water supply system to provide adequate fire flows to the project site.
4. Evaluate the proposed project's impacts on the ability of the Fire Department to provide services from existing Fire Department facilities and discuss impacts on Fire Department funding.
5. Provide mitigation measures proposed as part of the project or recommended by the Fire Department. Describe cumulative impacts and mitigation measures.

### **3.13 Solid Waste**

Solid waste collection and transfer in unincorporated Los Angeles County is handled by private contractors. These contractors haul waste to a variety of sorting, recycling, and transfer stations and to local and regional landfills. This section would also describe additional recycling measures as other

green building concepts. The following analysis would be incorporated into the proposed EIR to adequately address potential project and cumulative impacts on solid waste services.

1. Provide information regarding on-site solid waste collection and transfer. Identify likely landfills that accept solid waste from Marina del Rey, discuss capacity of these landfills and current diversion rates of recyclables in Los Angeles County.
2. Based on readily available solid waste generation rates, calculate the project's estimated solid waste generation. Compare with the defined capacities of identified landfills.
3. Document hazardous materials or the generation of hazardous wastes associated with the project. Document policies and measures that would apply to the safe use and disposal of such materials.
4. Provide mitigation measures proposed as part of the project. Describe cumulative impacts and mitigation measures.

### **3.14 Environmental Safety**

Historically, the project site was subject to oil and natural gas extraction activities. Oil and natural gas wells on site and in the project areas were removed per applicable state and federal standards prior to Phase I development in the early 1960s. No extraction activities currently occur on the project site. Natural gas extraction does occur in the site vicinity (to the south). To assess the potential effects of soil gas on future site residents the following methodology is proposed.

1. Soil gas surveys on the project site shall be assessed and reported in the Draft EIR in accordance with both the Advisory document titled Active Soil Gas Investigations, January 28, 2003, jointly issued by the Department of Toxic Substances Control (DTSC) and the California Regional Water Quality Control Board – Los Angeles Region (LARWQCB) (DTSC/LARWQCB Advisory), and the LARWQCB Interim Guidance for Active Soil Gas Investigations (February 25, 1997).

### **3.15 Population and Housing**

1. A summary of existing and projected population, housing, and employment figures will be presented, based on available data including 2000 census data and 2004 State Department of Finance figures. The existing population, housing, and employment characteristics of the area will be addressed. This information will be presented concisely in text, tables, and graphics.
2. This section will also describe the anticipated direct and secondary population, employment, and housing effects that would result from buildout of the projects as proposed. Specifically, impacts on citywide population estimates as a result of proposed single and multi-family dwelling units will be addressed. We will utilize the County's updated Housing Element for housing policy direction.
3. These projections will be evaluated for consistency with City and Southern California Association of Governments (SCAG) growth projections for the area. In addition, because this project would be considered regionally significant, this section will discuss the project's consistency with SCAG's



Regional Comprehensive Plan and Guide, which has directed emphasis away from jobs/housing balance and instead emphasizes an equivalent reduction in vehicle miles traveled.

4. The land plan for the proposed projects will be evaluated with respect to the type and spatial arrangement of land uses, as well as the project's location relative to supporting commercial, recreational, and employment opportunities. Growth inducing impacts will be assessed in a separate section of the EIR as required by the *State CEQA Guidelines*.

### **3.16 Land Use**

This analysis shall include an identification of this project's consistency with land use designations defined in the Marina del Rey Land Use Plan. In addition, the analysis shall include an evaluation of this project's consistency with applicable goals and policies as defined in the Marina del Rey Land Use Plan.

In addition, and as required by Section 15125(d) of the *California Environmental Quality Act CEQA Guidelines*, the analysis shall include an evaluation of this projects consistency with applicable goals and policies defined in the other local regional planning documents that include the Regional Comprehensive Plan and Guide as prepared by SCAG, the most recent Air Quality Management Plan as prepared by the South Coast Air Quality Management District, the Water Quality Control Plan (i.e., the Basin Plan) as prepared by the California Regional Water Quality Control Board (RWQCB) and the Congestion Management Program for Los Angeles County as prepared by the Los Angeles County Metropolitan Transit Authority (MTA).

### **3.17 Alternatives**

In conformance with the *State CEQA Guidelines*, a range of reasonable alternatives that would reduce significant impacts and would foster informed decision making and public participation will be included in the Draft EIR.

### **3.18 Growth-Inducing Impacts**

In conformance with the *State CEQA Guidelines*, growth-inducing impacts (i.e., ways the project could foster economic growth or population growth) either direct or indirect would be described and analyzed.

**ATTACHMENT A**

**Initial Study**

**STAFF USE ONLY**

PROJECT NUMBERS: R2006-03647 (Parcel 10R)  
CASES: R2006-03652 (Parcel FF)  
R2006-03644 (Parcel 9U)  
TR067861 & R2006-03643 (Parcel 9U)

**\*\*\*\* INITIAL STUDY \*\*\*\*****COUNTY OF LOS ANGELES  
DEPARTMENT OF REGIONAL PLANNING****GENERAL INFORMATION**

I.A. Map Date: December 20, 2006 Staff Member: Rick Kuo

Thomas Guide: 671-J7 USGS Quad: Venice

Location: Parcel 10R (SE corner of Via Marina and Marquesas Way), Parcel FF (near NE corner of Via Marina and Marquesas Way), Parcel 9U (NE corner of Via Marina and Tahiti Way), Basin B

Description of Project: Proposed project is the Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort Project on Parcels 10R, FF, and 9U as well as adjacent Marina Basins. The proposed project consists of five components requiring Coastal Development Permits, Plan Amendments, Conditional Use Permits, a Tract Map, and a Variance. Components 1 (Parcel 10R) and 2 (Parcel FF) consist of demolishing all existing apartment structures to build a total of 526 apartment units and two waterfront public pedestrian promenades. Component 3 is for the development of the northerly portion of Parcel 9U to construct a 19-story building with 288 hotel and timeshare suite units and accessory uses. The proposed building will include a six-level parking garage, with one level below grade, for a total of 360 parking spaces. Component 4 consists of a 1.46-acre public wetland and upland park on the southern portion of Parcel 9U. Component 5 is to construct a public transient boat anchorage that would be situated proximal to parcel 9U within the Marina Del Rey Basin B. This public anchorage would contain approximately 2,923 s.f. of dock area and would provide approximately 542 linear feet of transient boat docking space. Approximately 215,000 c.y. of grading will be required with excess cut material to be exported to the La Puente Landfill.

Gross Area: 13.03 acres (landside) and 4.68 acres (waterside)

Environmental Setting: The project sites are located in the unincorporated Los Angeles County community of Marina Del Rey in its small craft harbor and are approximately 3/4 mile west of Lincoln Boulevard (State Route 1) and less than 3 miles from the Los Angeles International Airport. Surrounding land uses consist of single- and multi-family residences and commercial establishments. There is an existing apartment building consisting of 136 residential units and an existing marina consisting of 184 boat slips on Parcel 10R. Parcel FF is currently used as a parking lot with 100 spaces. Parcel 9U is vacant with artificially created wetland.

Zoning: Residential III and IV with Waterfront Overlay (Parcel 10R); Open Space (Parcel FF); Hotel, Water, & Waterfront Overlay (Parcel 9U)

General Plan: Marina Del Rey Specific Plan

Community/Area Wide Plan: Marina Del Rey Land Use Plan

## Major projects in area:

<u>Project Number</u>	<u>Description &amp; Status</u>
<u>R2005-04106</u>	<u>Addition of 69 new rooms to existing hotel (Pending)</u>
<u>R2005-00728</u>	<u>Sale of alcohol and expansion of existing parking lot (Pending)</u>
<u>R2005-00234</u>	<u>544-unit apartment community in 12 structures (Approved 6/7/06)</u>
<u>CDP/CP3-029</u>	<u>179 apartment units with density bonus (Approved 1/27/03)</u>
<u>CDP/CP98134</u>	<u>1022 apartment units/10,000 s.f. retail, 439 boat slips (Approved 12/6/00)</u>
<u>CDP/CP98172</u>	<u>99 apartment units, yacht club, offices, parking structure (Approved 10/2/00)</u>

NOTE: For EIRs, above projects are not sufficient for cumulative analysis.

## REVIEWING AGENCIES

### Responsible Agencies

- ☐ None
- ☒ Regional Water Quality Control Board
- ☒ Los Angeles Region
- ☐ Lahontan Region
- ☒ Coastal Commission
- ☒ Army Corps of Engineers
- ☒ L.A. City Public Works

### Trustee Agencies

- ☐ None
- ☒ State Fish and Game
- ☐ State Parks
- ☒ State Boating and Waterways
- ☒ State Land Commission

### Special Reviewing Agencies

- ☐ None
- ☐ Santa Monica Mountains Conservancy
- ☐ National Parks
- ☐ National Forest
- ☐ Edwards Air Force Base
- ☐ Resource Conservation District of the Santa Monica Mtns.
- ☒ City of Los Angeles
- ☒ City of Culver City
- ☒ City of Santa Monica
- ☒ Los Angeles USD
- ☒ Coalition to Save the Marina
- ☒ Native American Heritage Commission
- ☒ Coast Guard

### Regional Significance

- ☐ None
- ☐ SCAG Criteria
- ☒ AQMD
- ☐ Water Resources
- ☐ Santa Monica Mtns. Area

### County Reviewing Agencies

- ☒ Subdivision Committee
- ☒ DPW: Traffic & Lighting, Geotechnical & Materials Engineering, Waterworks and Sewer Maintenance, EP
- ☒ Health Services: Environmental Hygiene
- ☒ Beaches and Harbors
- ☒ Sanitation Districts
- ☒ Sheriff's, Fire, Library

## IMPACT ANALYSIS MATRIX

		ANALYSIS SUMMARY (See individual pages for details)			
CATEGORY	FACTOR	Pg	Less than Significant Impact/No Impact		
			Less than Significant Impact with Project Mitigation		Potentially Significant Impact
			Potential Concern		
HAZARDS	1. Geotechnical	5	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> <i>Liquefaction area</i>
	2. Flood	6	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/> <i>Tsunami inundation area</i>
	3. Fire	7	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	4. Noise	8	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> <i>Construction, adjacent residential uses</i>
RESOURCES	1. Water Quality	9	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> <i>Proximity to water bodies, NPDES</i>
	2. Air Quality	10	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> <i>Parking lot and parking structure, construction</i>
	3. Biota	11	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> <i>Removal of trees for nesting, wetlands restoration</i>
	4. Cultural Resources	12	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/> <i>Below grade excavation</i>
	5. Mineral Resources	13	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	6. Agriculture Resources	14	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	7. Visual Qualities	15	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> <i>Height of proposed structure</i>
SERVICES	1. Traffic/Access	16	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> <i>Cumulative impacts</i>
	2. Sewage Disposal	17	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> <i>Increased demand for sewage service</i>
	3. Education	18	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	4. Fire/Sheriff	19	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	5. Utilities	20	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> <i>Solid waste generation</i>
OTHER	1. General	21	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	2. Environmental Safety	22	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	3. Land Use	23	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> <i>Plan Amendments sought</i>
	4. Pop./Hous./Emp./Rec.	24	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Mandatory Findings	25	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### DEVELOPMENT MONITORING SYSTEM (DMS) \*

As required by the Los Angeles County General Plan, DMS shall be employed in the Initial Study phase of the environmental review procedure as prescribed by state law.

1. Development Policy Map Designation: *Category 2: Conservation/Maintenance*

2. ☐ Yes ☒ No Is the project located in the Antelope Valley, East San Gabriel Valley, Malibu/Santa Monica Mountains or Santa Clarita Valley planning area?

3. ☐ Yes ☒ No Is the project at urban density and located within, or proposes a plan amendment to, an urban expansion designation?

If both of the above questions are answered "yes", the project is subject to a County DMS analysis.

☐ Check if DMS printout generated (attached)

Date of printout: \_\_\_\_\_

☐ Check if DMS overview worksheet completed (attached)

\*EIRs and/or staff reports shall utilize the most current DMS information available.

## Environmental Finding:

**FINAL DETERMINATION:** On the basis of this Initial Study, the Department of Regional Planning finds that this project qualifies for the following environmental document:

- ☐ **NEGATIVE DECLARATION**, inasmuch as the proposed project will not have a significant effect on the environment.

An Initial Study was prepared on this project in compliance with the State CEQA Guidelines and the environmental reporting procedures of the County of Los Angeles. It was determined that this project will not exceed the established threshold criteria for any environmental/service factor and, as a result, will not have a significant effect on the physical environment.

- ☐ **MITIGATED NEGATIVE DECLARATION**, inasmuch as the changes required for the project will reduce impacts to insignificant levels (see attached discussion and/or conditions).

An Initial Study was prepared on this project in compliance with the State CEQA Guidelines and the environmental reporting procedures of the County of Los Angeles. It was originally determined that the proposed project may exceed established threshold criteria. The applicant has agreed to modification of the project so that it can now be determined that the project will not have a significant effect on the physical environment. The modification to mitigate this impact(s) is identified on the Project Changes/Conditions Form included as part of this Initial Study.

- ☒ **ENVIRONMENTAL IMPACT REPORT\***, inasmuch as there is substantial evidence that the project may have a significant impact due to factors listed above as "significant."

- ☐ At least one factor has been adequately analyzed in an earlier document pursuant to legal standards, and has been addressed by mitigation measures based on the earlier analysis as described on the attached sheets (see attached Form DRP/IA 101). The EIR is required to analyze only the factors not previously addressed.

Reviewed by: Rick Kwo Date: 21 December 2006

Approved by: Daryl Koutnik Date: 21 DECEMBER 2006

- ☐ This proposed project is exempt from Fish and Game CEQA filing fees. There is no substantial evidence that the proposed project will have potential for an adverse effect on wildlife or the habitat upon which the wildlife depends. (Fish & Game Code 753.5).

- ☐ Determination appealed--see attached sheet.

\*NOTE: Findings for Environmental Impact Reports will be prepared as a separate document following the public hearing on the project

## HAZARDS - 1. Geotechnical

### SETTING/IMPACTS

Yes No Maybe

- a. ☒ ☐ ☐ Is the project site located in an active or potentially active fault zone, Seismic Hazards Zone, or Alquist-Priolo Earthquake Fault Zone?

*Potential active offshore fault 2 miles west of project site.*

- b. ☐ ☒ ☐ Is the project site located in an area containing a major landslide(s)?

*(State of CA Seismic Hazard Zones Map - Venice Quad).*

- c. ☐ ☒ ☐ Is the project site located in an area having high slope instability?

- d. ☒ ☐ ☐ Is the project site subject to high subsidence, high groundwater level, liquefaction, or hydrocompaction?

*Liquefaction (State of CA Seismic Hazard Zones Map - Venice Quad).*

- e. ☐ ☒ ☐ Is the proposed project considered a sensitive use (school, hospital, public assembly site) located in close proximity to a significant geotechnical hazard?

- f. ☒ ☐ ☐ Will the project entail substantial grading and/or alteration of topography including slopes of more than 25%?

*Approximately 215,000 c.y. of grading proposed with export.*

- g. ☐ ☒ ☐ Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

- h. ☐ ☐ ☐ Other factors?

### STANDARD CODE REQUIREMENTS

☐ Building Ordinance No. 2225 C Sections 308B, 309, 310 and 311 and Chapters 29 and 70.

☐ MITIGATION MEASURES / ☐ OTHER CONSIDERATIONS

☐ Lot Size ☐ Project Design ☒ Approval of Geotechnical Report by DPW

### CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on, or be impacted by, geotechnical factors?

☒ Potentially significant ☐ Less than significant with project mitigation ☐ Less than significant/No impact

## HAZARDS - 2. Flood

### SETTING/IMPACTS

- Yes No Maybe
- a. ☐ ☒ ☐ Is a major drainage course, as identified on USGS quad sheets by a dashed line, located on the project site?  
*(State of CA Seismic Hazard Zones Map - Venice Quad).* \_\_\_\_\_
- b. ☐ ☐ ☒ Is the project site located within or does it contain a floodway, floodplain, or designated flood hazard zone?  
*Project sites are in tsunami inundation area however impacts are considered to be less than significant.* \_\_\_\_\_
- c. ☐ ☒ ☐ Is the project site located in or subject to high mudflow conditions?  
\_\_\_\_\_
- d. ☐ ☒ ☐ Could the project contribute or be subject to high erosion and debris deposition from run off?  
\_\_\_\_\_
- e. ☐ ☒ ☐ Would the project substantially alter the existing drainage pattern of the site or area?  
\_\_\_\_\_
- f. ☐ ☐ ☐ Other factors (e.g., dam failure)? \_\_\_\_\_

### STANDARD CODE REQUIREMENTS

- ☒ Building Ordinance No. 2225 C Section 308A ☒ Ordinance No. 12,114 (Floodways)  
☒ Approval of Drainage Concept by DPW

### ☐ MITIGATION MEASURES / ☐ OTHER CONSIDERATIONS

- ☐ Lot Size ☐ Project Design
- \_\_\_\_\_

### CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on, or be impacted by flood (hydrological) factors?

- ☐ Potentially significant ☐ Less than significant with project mitigation ☒ Less than significant/No impact



### HAZARDS - 3. Fire

#### SETTING/IMPACTS

Yes No Maybe

- a. ☐ ☒ ☐ Is the project site located in a Very High Fire Hazard Severity Zone (Fire Zone 4)?  
(LA County Safety Element - Wildland and Urban Fire Hazards Map). \_\_\_\_\_
- b. ☐ ☒ ☐ Is the project site in a high fire hazard area and served by inadequate access due to lengths, widths, surface materials, turnarounds or grade?  
\_\_\_\_\_
- c. ☐ ☐ ☒ Does the project site have more than 75 dwelling units on a single access in a high fire hazard area? Single means of access. \_\_\_\_\_
- d. ☒ ☐ ☐ Is the project site located in an area having inadequate water and pressure to meet fire flow standards? Present water usage near limit. \_\_\_\_\_
- e. ☐ ☒ ☐ Is the project site located in close proximity to potential dangerous fire hazard conditions/uses (such as refineries, flammables, explosives manufacturing)?  
\_\_\_\_\_
- f. ☐ ☒ ☐ Does the proposed use constitute a potentially dangerous fire hazard?  
\_\_\_\_\_
- g. ☐ ☐ ☐ Other factors? \_\_\_\_\_

#### STANDARD CODE REQUIREMENTS

☐ Water Ordinance No. 7834 ☐ Fire Ordinance No. 2947 ☐ Fire Regulation No. 8

☐ Fuel Modification/Landscape Plan

☐ MITIGATION MEASURES / ☐ OTHER CONSIDERATIONS

☐ Project Design

☐ Compatible Use

#### CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on, or be impacted by fire hazard factors?

☒ Potentially significant ☐ Less than significant with project mitigation ☐ Less than significant/No impact

## HAZARDS - 4. Noise

### SETTING/IMPACTS

Yes No Maybe

- a. ☐ ☒ ☐ Is the project site located near a high noise source (airports, railroads, freeways, industry)?

Project sites are approximately 3/4 mile west of Lincoln Boulevard (State Route 1) and less than 3 miles from Los Angeles International Airport.

- b. ☒ ☐ ☐ Is the proposed use considered sensitive (school, hospital, senior citizen facility) or are there other sensitive uses in close proximity?

Residential uses are adjacent to the proposed project sites.

- c. ☐ ☐ ☒ Could the project substantially increase ambient noise levels including those associated with special equipment (such as amplified sound systems) or parking areas associated with the project?

Operational noises typical of urban environment.

- d. ☒ ☐ ☐ Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels without the project?

High density commercial and residential development.

- e. ☐ ☐ ☐ Other factors? \_\_\_\_\_

### STANDARD CODE REQUIREMENTS

☐ Noise Control – Chapter 12.8

☐ Building Ordinance No. 2225--Chapter 35

☐ MITIGATION MEASURES / ☐ OTHER CONSIDERATIONS

☐ Lot Size

☐ Project Design

☐ Compatible Use

### CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on, or be adversely impacted by noise?

☒ Potentially significant ☐ Less than significant with project mitigation ☐ Less than significant/No impact

## RESOURCES - 1. Water Quality

### SETTING/IMPACTS

- Yes No Maybe
- a. ☐ ☒ ☐ Is the project site located in an area having known water quality problems and proposing the use of individual water wells?  
\_\_\_\_\_
- b. ☐ ☒ ☐ Will the proposed project require the use of a private sewage disposal system?  
Project sites will be served by the Los Angeles City Hyperion Treatment Plant.
- ☐ ☐ ☐ If the answer is yes, is the project site located in an area having known septic tank limitations due to high groundwater or other geotechnical limitations or is the project proposing on-site systems located in close proximity to a drainage course?  
\_\_\_\_\_
- c. ☐ ☐ ☒ Could the project's associated construction activities significantly impact the quality of groundwater and/or storm water runoff to the storm water conveyance system and/or receiving water bodies?  
Surface runoff from proposed project during construction may drain into the Marina.
- d. ☐ ☐ ☒ Could the project's post-development activities potentially degrade the quality of storm water runoff and/or could post-development non-storm water discharges contribute potential pollutants to the storm water conveyance system and/or receiving bodies?  
NPDES permit required.
- e. ☐ ☐ ☐ Other factors? \_\_\_\_\_

### STANDARD CODE REQUIREMENTS

- ☐ Industrial Waste Permit ☐ Health Code Ordinance No. 7583, Chapter 5
- ☐ Plumbing Code Ordinance No. 2269 ☒ NPDES Permit Compliance (DPW)

### ☐ MITIGATION MEASURES / ☐ OTHER CONSIDERATIONS

- ☐ Lot Size ☐ Project Design

### CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on, or be impacted by, **water quality** problems?

- ☒ Potentially significant ☐ Less than significant with project mitigation ☐ Less than significant/No impact

## RESOURCES - 2. Air Quality

### SETTING/IMPACTS

Yes No Maybe

- a. ☒ ☐ ☐ Will the proposed project exceed the State's criteria for regional significance (generally (a) 500 dwelling units for residential uses or (b) 40 gross acres, 650,000 square feet of floor area or 1,000 employees for nonresidential uses)?  
*526 apartment units and 288 hotel rooms proposed*
- b. ☐ ☒ ☐ Is the proposal considered a sensitive use (schools, hospitals, parks) and located near a freeway or heavy industrial use?  
\_\_\_\_\_
- c. ☒ ☐ ☐ Will the project increase local emissions to a significant extent due to increased traffic congestion or use of a parking structure, or exceed AQMD thresholds of potential significance per Screening Tables of the CEQA Air Quality Handbook?  
*Proposed project exceeds AQMD thresholds. Use of parking structure.*
- d. ☐ ☐ ☒ Will the project generate or is the site in close proximity to sources which create obnoxious odors, dust, and/or hazardous emissions?  
*Temporary construction.*
- e. ☐ ☒ ☐ Would the project conflict with or obstruct implementation of the applicable air quality plan?  
\_\_\_\_\_
- f. ☐ ☒ ☐ Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?
- g. ☐ ☐ ☐ Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? \_\_\_\_\_
- h. ☐ ☐ ☐ Other factors: \_\_\_\_\_

### STANDARD CODE REQUIREMENTS

☐ Health and Safety Code Section 40506

☐ MITIGATION MEASURES / ☐ OTHER CONSIDERATIONS

☐ Project Design

☒ Air Quality Report

### CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on, or be impacted by, air quality?

☒ Potentially significant ☐ Less than significant with project mitigation ☐ Less than significant/No impact

### RESOURCES - 3. Biota

#### SETTING/IMPACTS

Yes No Maybe

- a. ☐ ☒ ☐ Is the project site located within a Significant Ecological Area (SEA), SEA Buffer, or coastal Sensitive Environmental Resource (ESHA, etc.), or is the site relatively undisturbed and natural?

- b. ☐ ☒ ☐ Will grading, fire clearance, or flood related improvements remove substantial natural habitat areas?

*There are no substantial natural habitat areas.*

- c. ☐ ☐ ☒ Is a drainage course located on the project site that is depicted on USGS quad sheets by a dashed blue line or that may contain a bed, channel, or bank of any perennial, intermittent or ephemeral river, stream, or lake?

*Artificially created wetland on-site.*

- d. ☒ ☐ ☐ Does the project site contain a major riparian or other sensitive habitat (e.g., coastal sage scrub, oak woodland, sycamore riparian woodland, wetland, etc.)?

*Artificially created wetland on-site.*

- e. ☐ ☒ ☐ Does the project site contain oak or other unique native trees (specify kinds of trees)?

- f. ☐ ☒ ☐ Is the project site habitat for any known sensitive species (federal or state listed endangered, etc.)?

- g. ☒ ☐ ☐ Other factors (e.g., wildlife corridor, adjacent open space linkage)?

*Marine biota (brown pelican) may be disrupted.*

#### ☒ MITIGATION MEASURES / ☐ OTHER CONSIDERATIONS

☐ Lot Size ☐ Project Design ☐ Oak Tree Permit ☐ ERB/SEATAC Review

#### CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on biotic resources?

☒ Potentially significant ☐ Less than significant with project mitigation ☐ Less than significant/No impact

## RESOURCES - 4. Archaeological / Historical / Paleontological

### SETTING/IMPACTS

Yes No Maybe

- a. ☐ ☒ ☐ Is the project site in or near an area containing known archaeological resources or containing features (drainage course, spring, knoll, rock outcroppings, or oak trees) which indicate potential archaeological sensitivity?

\_\_\_\_\_

- b. ☐ ☒ ☐ Does the project site contain rock formations indicating potential paleontological resources?

\_\_\_\_\_

- c. ☐ ☒ ☐ Does the project site contain known historic structures or sites?

\_\_\_\_\_

- d. ☐ ☒ ☐ Would the project cause a substantial adverse change in the significance of a historical or archaeological resource as defined in 15064.5?

\_\_\_\_\_

- e. ☐ ☐ ☒ Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

*New excavation below existing grade is proposed.* \_\_\_\_\_

- f. ☐ ☐ ☐ Other factors? \_\_\_\_\_

\_\_\_\_\_

### ☐ MITIGATION MEASURES / ☒ OTHER CONSIDERATIONS

☐ Lot Size      ☐ Project Design      ☐ Phase I Archaeology Report

*Historical resource aspect is in compliance with State Office of Historical Preservation guidelines.* \_\_\_\_\_

### CONCLUSION

Considering the above information, could the project leave a significant impact (individually or cumulatively) on archaeological, historical, or paleontological resources?

☐ Potentially significant    ☒ Less than significant with project mitigation    ☐ Less than significant/No impact

## RESOURCES - 5. Mineral Resources

### SETTING/IMPACTS

Yes No Maybe

- a. ☐ ☒ ☐ Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

\_\_\_\_\_

- b. ☐ ☒ ☐ Would the project result in the loss of availability of a locally important mineral resource discovery site delineated on a local general plan, specific plan or other land use plan?

\_\_\_\_\_

- c. ☐ ☐ ☐ Other factors? \_\_\_\_\_

### ☐ MITIGATION MEASURES / ☐ OTHER CONSIDERATIONS

☐ Lot Size ☐ Project Design

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

### CONCLUSION

Considering the above information, could the project leave a significant impact (individually or cumulatively) on **mineral** resources?

☐ Potentially significant ☐ Less than significant with project mitigation ☒ Less than significant/No impact

## RESOURCES - 6. Agriculture Resources

### SETTING/IMPACTS

Yes No Maybe

- a. ☐ ☒ ☐ Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

(Los Angeles County Important Farmland 2002 Map).

- b. ☐ ☒ ☐ Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

- c. ☐ ☒ ☐ Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?

- d. ☐ ☐ ☐ Other factors?

### ☐ MITIGATION MEASURES / ☐ OTHER CONSIDERATIONS

☐ Lot Size ☐ Project Design

### CONCLUSION

Considering the above information, could the project leave a significant impact (individually or cumulatively) on agriculture resources?

☐ Potentially significant ☐ Less than significant with project mitigation ☒ Less than significant/No impact



## RESOURCES - 7. Visual Qualities

### SETTING/IMPACTS

Yes No Maybe

- a. ☒ ☐ ☐ Is the project site substantially visible from or will it obstruct views along a scenic highway (as shown on the Scenic Highway Element), or is it located within a scenic corridor or will it otherwise impact the viewshed?

*High density developments would block view of coastal areas.* \_\_\_\_\_

- b. ☐ ☒ ☐ Is the project substantially visible from or will it obstruct views from a regional riding or hiking trail?

\_\_\_\_\_

- c. ☐ ☒ ☐ Is the project site located in an undeveloped or undisturbed area, which contains unique aesthetic features? \_\_\_\_\_

\_\_\_\_\_

- d. ☐ ☒ ☐ Is the proposed use out-of-character in comparison to adjacent uses because of height, bulk, or other features?

\_\_\_\_\_

- e. ☒ ☐ ☐ Is the project likely to create substantial sun shadow, light or glare problems?

*19-story hotel tower on Parcel 9U.* \_\_\_\_\_

- f. ☐ ☐ ☐ Other factors (e.g., grading or land form alteration): \_\_\_\_\_

\_\_\_\_\_

### ☐ MITIGATION MEASURES / ☐ OTHER CONSIDERATIONS

☐ Lot Size      ☐ Project Design      ☐ Visual Report      ☐ Compatible Use

\_\_\_\_\_

\_\_\_\_\_

### CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on **scenic** qualities?

☒ Potentially significant      ☐ Less than significant with project mitigation      ☐ Less than significant/No impact

## SERVICES - 1. Traffic/Access

### SETTING/IMPACTS

Yes No Maybe

- a. ☒ ☐ ☐ Does the project contain 25 dwelling units, or more and is it located in an area with known congestion problems (roadway or intersections)?  
*526 apartment units and 288 hotel rooms.*
- b. ☐ ☐ ☒ Will the project result in any hazardous traffic conditions?  
*High density development with single access.*
- c. ☐ ☐ ☒ Will the project result in parking problems with a subsequent impact on traffic conditions?  
.....
- d. ☒ ☐ ☐ Will inadequate access during an emergency (other than fire hazards) result in problems for emergency vehicles or residents/employees in the area?  
*Single means of access.*
- e. ☒ ☐ ☐ Will the congestion management program (CMP) Transportation Impact Analysis thresholds of 50 peak hour vehicles added by project traffic to a CMP highway system intersection or 150 peak hour trips added by project traffic to a mainline freeway link be exceeded?  
*CMP thresholds exceeded.*
- f. ☐ ☒ ☐ Would the project conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?  
.....
- g. ☒ ☐ ☐ Other factors? *Cumulative Marina traffic impacts.* .....

### ☒ MITIGATION MEASURES / ☐ OTHER CONSIDERATIONS

☐ Project Design    ☒ Traffic Report    ☐ Consultation with Traffic & Lighting Division

.....

.....

### CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on the physical environment due to **traffic/access** factors?

☒ Potentially significant    ☐ Less than significant with project mitigation    ☐ Less than significant/No impact

## SERVICES - 2. Sewage Disposal

### SETTING/IMPACTS

Yes No Maybe

- a. ☐ ☐ ☒ If served by a community sewage system, could the project create capacity problems at the treatment plant?

Large increase in population within the area.

- b. ☒ ☐ ☐ Could the project create capacity problems in the sewer lines serving the project site?

Increase in population may create capacity problems on current sewer system.

- c. ☐ ☐ ☐ Other factors? \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

### STANDARD CODE REQUIREMENTS

☐ Sanitary Sewers and Industrial Waste Ordinance No. 6130

☐ Plumbing Code Ordinance No. 2269

☐ MITIGATION MEASURES / ☐ OTHER CONSIDERATIONS

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

### CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on the physical environment due to **sewage disposal** facilities?

☒ Potentially significant    ☐ Less than significant with project mitigation    ☐ Less than significant/No impact

### SERVICES - 3. Education

#### SETTING/IMPACTS

Yes No Maybe

- a. ☐ ☐ ☒ Could the project create capacity problems at the district level?  
526 apartment units to be served by the Los Angeles Unified School District.
- b. ☐ ☐ ☒ Could the project create capacity problems at individual schools which will serve the project site?  
\_\_\_\_\_
- c. ☐ ☒ ☐ Could the project create student transportation problems?  
\_\_\_\_\_
- d. ☒ ☐ ☐ Could the project create substantial library impacts due to increased population and demand?  
New residential development and increased population.
- e. ☐ ☐ ☐ Other factors? \_\_\_\_\_

#### ☐ MITIGATION MEASURES / ☒ OTHER CONSIDERATIONS

☐ Site Dedication      ☒ Government Code Section 65995      ☒ Library Facilities Mitigation Fee

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

#### CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) relative to **educational** facilities/services?

☒ Potentially significant      ☐ Less than significant with project mitigation      ☐ Less than significant/No impact

#### SERVICES - 4. Fire/Sheriff Services

##### SETTING/IMPACTS

Yes No Maybe

- a. ☐ ☒ ☐ Could the project create staffing or response time problems at the fire station or sheriff's substation serving the project site?

\_\_\_\_\_

- b. ☐ ☐ ☒ Are there any special fire or law enforcement problems associated with the project or the general area?

Residential units and single means of access.

- c. ☐ ☐ ☐ Other factors? \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

##### ☐ MITIGATION MEASURES / ☒ OTHER CONSIDERATIONS

##### ☐ Fire Mitigation Fees

Nearest Fire station is less than a mile away at 4433 Admiralty Way, Marina Del Rey, CA 90292.

Nearest Sheriff's station is less than a mile away at 13851 Fiji Way, Marina Del Rey, CA 90292.

\_\_\_\_\_

\_\_\_\_\_

##### CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) relative to fire/sheriff services?

☒ Potentially significant    ☐ Less than significant with project mitigation    ☐ Less than significant/No impact

## SERVICES - 5. Utilities/Other Services

### SETTING/IMPACTS

Yes No Maybe

- a. ☐ ☐ ☒ Is the project site in an area known to have an inadequate public water supply to meet domestic needs or to have an inadequate ground water supply and proposes water wells?

Current water usage near limit.

- b. ☐ ☐ ☒ Is the project site in an area known to have an inadequate water supply and/or pressure to meet fire fighting needs?

Current water usage near limit.

- c. ☐ ☒ ☐ Could the project create problems with providing utility services, such as electricity, gas, or propane?

- d. ☒ ☐ ☐ Are there any other known service problem areas (e.g., solid waste)?

Solid waste generated by demolition/construction and operation of mixed-use retirement facility and commercial offices.

- e. ☐ ☒ ☐ Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services or facilities (e.g., fire protection, police protection, schools, parks, roads)?

- f. ☐ ☐ ☐ Other factors? \_\_\_\_\_

### STANDARD CODE REQUIREMENTS

☐ Plumbing Code Ordinance No. 2269 ☐ Water Code Ordinance No. 7834

☐ MITIGATION MEASURES / ☐ OTHER CONSIDERATIONS

☐ Lot Size ☐ Project Design

### CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) relative to **utilities/services**?

☒ Potentially significant ☐ Less than significant with project mitigation ☐ Less than significant/No impact

## OTHER FACTORS - 1. General

### SETTING/IMPACTS

Yes No Maybe

- a. ☐ ☒ ☐ Will the project result in an inefficient use of energy resources?  
\_\_\_\_\_
- b. ☐ ☒ ☐ Will the project result in a major change in the patterns, scale, or character of the general area or community?  
\_\_\_\_\_
- c. ☐ ☒ ☐ Will the project result in a significant reduction in the amount of agricultural land?  
\_\_\_\_\_
- d. ☒ ☐ ☐ Other factors? Wind patterns may be altered; views to coastal areas may be obstructed.  
\_\_\_\_\_

### STANDARD CODE REQUIREMENTS

☐ State Administrative Code, Title 24, Part 5, T-20 (Energy Conservation)

☐ MITIGATION MEASURES / ☐ OTHER CONSIDERATIONS

☐ Lot size ☐ Project Design ☐ Compatible Use

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

### CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on the physical environment due to any of the above factors? \_\_\_\_\_  
\_\_\_\_\_

☒ Potentially significant ☐ Less than significant with project mitigation ☐ Less than significant/No impact

## OTHER FACTORS - 2. Environmental Safety

### SETTING/IMPACTS

Yes No Maybe

- a. ☐ ☒ ☐ Are any hazardous materials used, transported, produced, handled, or stored on-site?  
\_\_\_\_\_
- b. ☐ ☒ ☐ Are any pressurized tanks to be used or any hazardous wastes stored on-site?  
\_\_\_\_\_
- c. ☐ ☒ ☐ Are any residential units, schools, or hospitals located within 500 feet and potentially adversely affected?  
\_\_\_\_\_
- d. ☐ ☒ ☐ Have there been previous uses that indicate residual soil toxicity of the site or is the site located within two miles downstream of a known groundwater contamination source within the same watershed?  
\_\_\_\_\_
- d. ☐ ☒ ☐ Have there been previous uses which indicate residual soil toxicity of the site?  
\_\_\_\_\_
- e. ☐ ☒ ☐ Would the project create a significant hazard to the public or the environment involving the accidental release of hazardous materials into the environment?  
\_\_\_\_\_
- f. ☐ ☒ ☐ Would the project emit hazardous emissions or handle hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?  
\_\_\_\_\_
- g. ☐ ☒ ☐ Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or environment?  
\_\_\_\_\_
- h. ☐ ☒ ☐ Would the project result in a safety hazard for people in a project area located within an airport land use plan, within two miles of a public or public use airport, or within the vicinity of a private airstrip?  
\_\_\_\_\_
- i. ☐ ☒ ☐ Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?  
\_\_\_\_\_
- j. ☐ ☒ ☐ Other factors? \_\_\_\_\_

☐ MITIGATION MEASURES / ☐ OTHER CONSIDERATIONS

☐ Toxic Clean up Plan

### CONCLUSION

Considering the above information, could the project have a significant impact relative to **public safety**?

☐ Potentially significant    ☐ Less than significant with project mitigation    ☒ Less than significant/No impact



### OTHER FACTORS - 3. Land Use

#### SETTING/IMPACTS

Yes No Maybe

- a. ☒ ☐ ☐ Can the project be found to be inconsistent with the plan designation(s) of the subject property?

Plan Amendment for Parcel FF sought. .....

- b. ☒ ☐ ☐ Can the project be found to be inconsistent with the zoning designation of the subject property?

Relocation of public open space. .....

- c. Can the project be found to be inconsistent with the following applicable land use criteria:

☐ ☒ ☐ Hillside Management Criteria?

☐ ☒ ☐ SEA Conformance Criteria?

☐ ☐ ☐ Other? \_ .....

- d. ☐ ☒ ☐ Would the project physically divide an established community?

.....

- e. ☐ ☐ ☐ Other factors? .....

.....

☐ MITIGATION MEASURES / ☐ OTHER CONSIDERATIONS

.....

.....

.....

#### CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on the physical environment due to **land use** factors?

☒ Potentially significant ☐ Less than significant with project mitigation ☐ Less than significant/No impact

#### OTHER FACTORS - 4. Population/Housing/Employment/Recreation

##### SETTING/IMPACTS

- Yes No Maybe
- a. ☐ ☒ ☐ Could the project cumulatively exceed official regional or local population projections?  
\_\_\_\_\_
- b. ☐ ☒ ☐ Could the project induce substantial direct or indirect growth in an area (e.g., through projects in an undeveloped area or extension of major infrastructure)?  
\_\_\_\_\_
- c. ☐ ☒ ☐ Could the project displace existing housing, especially affordable housing?  
\_\_\_\_\_
- d. ☐ ☒ ☐ Could the project result in a substantial job/housing imbalance or substantial increase in Vehicle Miles Traveled (VMT)?  
\_\_\_\_\_
- e. ☐ ☒ ☐ Could the project require new or expanded recreational facilities for future residents?  
\_\_\_\_\_
- f. ☐ ☒ ☐ Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?  
\_\_\_\_\_
- g. ☐ ☐ ☐ Other factors? \_\_\_\_\_  
\_\_\_\_\_

##### ☐ MITIGATION MEASURES / ☐ OTHER CONSIDERATIONS

\_\_\_\_\_  
\_\_\_\_\_

##### CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on the physical environment due to **population, housing, employment, or recreational** factors?

☒ Potentially significant ☐ Less than significant with project mitigation ☒ Less than significant/No impact

## MANDATORY FINDINGS OF SIGNIFICANCE

Based on this Initial Study, the following findings are made:

Yes No Maybe

- a. ☐ ☒ ☐ Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?

Biota .....

- b. ☐ ☐ ☒ Does the project have possible environmental effects which are individually limited but cumulatively considerable? "Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.

Traffic, Air Quality .....

- c. ☐ ☐ ☒ Will the environmental effects of the project cause substantial adverse effects on human beings, either directly or indirectly?

Water Quality, Noise .....

## CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on the environment?

☒ Potentially significant ☐ Less than significant with project mitigation ☐ Less than significant/No impact

